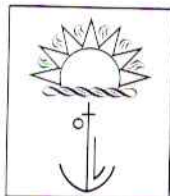


No. 2 *AUTUMN 1960*

About Ourselves





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BAYSWATER

“LEADENHALL”

SHIPPING’S HIGH STREET

By B. D. O. J.

LEADENHALL Street is a familiar name when men talk of shipping throughout the world, for here are concentrated the great shipping companies of Britain both in the Street itself and in Lime Street, Billiter Street and St. Mary Axe running into it. It takes its name from Leadenhall Market, long one of the great markets of London, which was itself once (1309) the home of Sir Hugh Nevil and later in 1384 belonged to Humphry Bohun, Earl of Hereford. In 1408 it became the property of the famous Whittington who presented it to the mayor and commonality of London. But even before these dates it must have been a market, perhaps London’s first, for the growth of business in the City drove the population further afield and its importance lessened somewhat.

In later years it became famous particularly for the sale of meat, poultry and livestock and for vigorous cats which were greatly in demand for long voyages

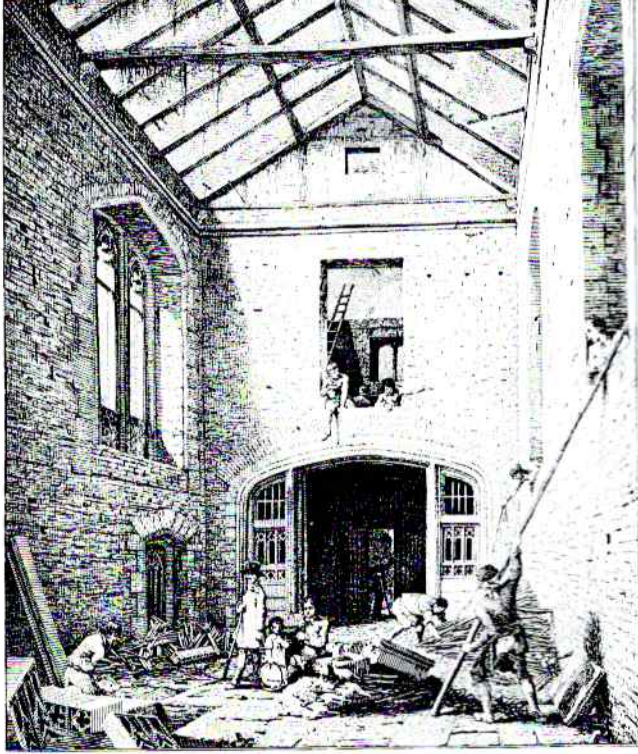
in rat-infested ships. This ties up amusingly with Dick Whittington. The original building was roofed with lead, hence its name; it had a chapel dedicated to the Holy Trinity and to it were attached for daily services of the market people, a master, five secular priests, six clerks, two choristers and three schoolmasters. In the reign of Edward IV a fraternity of sixty priests was established in this chapel. During a drought in 1512 (Henry VIII) a great store of corn was laid up in the granary and the mayor himself used to supervise the market at 4 a.m. daily.

On the south side, opposite to the present P & O offices and now housing various insurance and shipping Companies, stood the offices of the East India Company. Their original building was erected in 1648 and stood there until 1726 and occupied much of the site of the old market. A later and larger building replaced it and finally a splendid, imposing

Church of St. Catherine Cree, 1828



The Corner of Leadenhall Street and St. Mary Axe is shown on the opposite page. This is how it looked to the P & O staff in the Company's early days.



Leadenhall Chapel, 1812.

edifice, 200 feet long, was built in the reign of George III in 1798 and 1799. It is likely that the P & O was persuaded to leave St. Mary Axe to move into Leadenhall Street so as to be opposite the East India Company with which it had rapidly growing connections. Other shipping lines did likewise so that today we have this same building in the centre of the shipping world. Here Charles Lamb worked as a clerk for thirty years before retiring on a pension in 1825. East India House was pulled down in 1862 soon after that great organisation was abolished.

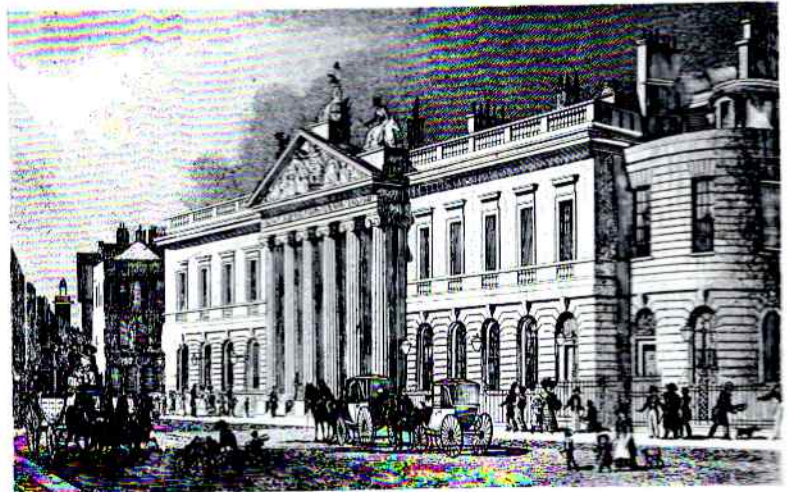
Many trophies and rare objects were displayed in India House. The "piece de resistance" was a musical

instrument, to be played upon like a piano, representing an Englishman, whose cries and groans as he was attacked by a tiger formed part of the sweet sounds which once gladdened the ear of its original possessor—Tippoo Sahib. Of the buildings which now form the offices of the P & O and its associated companies, the present P & O offices date from just over a century ago.

An admirable article in our issue of December, 1953 (page 192) by W. C. Mizen, tells the story of "122" and its origin. The P & O moved in 1848 into a new building here on the site of the "King's Arms", one of the old coaching inns which was flourishing as early as 1677. We reproduce here a painting showing what the corner of Leadenhall Street and St. Mary Axe looked like in the early days of the P & O, with apparently a wedding taking place of, appropriately enough, a sailor, at St. Andrew's church. The omnibus ran from Bayswater to Whitechapel at 3d. all the way, and crossing Leadenhall Street seems to have been as hazardous for the pedestrian then as it is today. The first building on the left down St. Mary Axe with the projecting windows was, in the 1820's, believed to be the oldest house in London, dating from the days of the Tudors. In Sir Walter Scott's novel "The Fortunes of Nigel", he makes allusion to this spot. In St. Mary Axe near this corner, once lived the de Veres, Earls of Oxford one of them Richard, the eleventh earl, dying in the French wars in 1417. There was a convent, that of St. Mary, in this street, which took its name from the sign of the axe, then a conspicuous object there. There were also two other churches, now demolished. In St. Mary Axe is the Baltic Exchange and the Chamber of Shipping.

Behind the church of St. Andrew Undershaft, in which many special services for the shipping world are held, lies a narrow passage known as Shafts

*East India House
in 1829.*





Leadenhall Street in 1898, showing the P & O Offices on the right, looking very much as they do today.

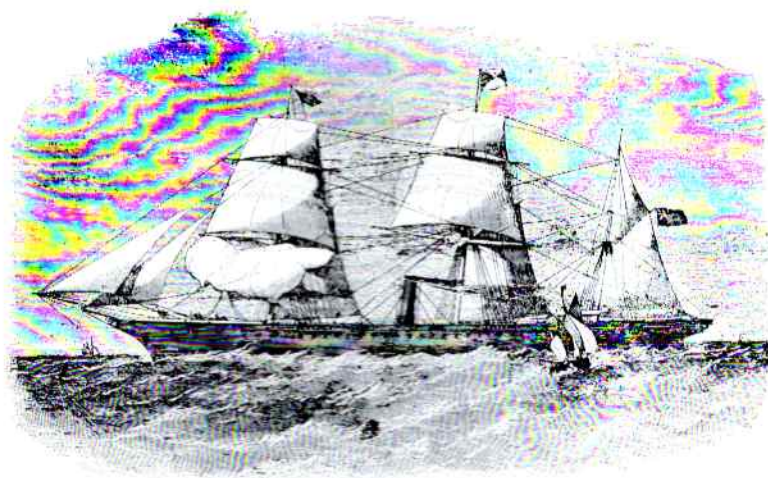
Court. Here was kept the maypole, erected on feast days at the crossroads, hence the church's title of St. Andrew Undershaft. In the reign of Edward VI the shaft was condemned as idolatrous, and each householder sawed off the portion opposite to his house for firewood.

Much of the north side of Leadenhall Street was destroyed in an extensive fire in 1765, having escaped the Great Fire of London in 1666. A row of new shops was erected including a "Naval Academy".

Lime Street now is a busy shipping and insurance street running into Leadenhall Street almost opposite St. Mary Axe. It was once a place of noblemen's houses and gardens and later of rich city merchants. It probably took its name from the lime trees along the pleasant leafy highway in which people liked to stroll for fresh air. Here once lived the family of Zouli who distinguished themselves at Crecy and one of whom became Queen Elizabeth's ambassador to Scotland. Sir Simon de Benley also had a residence here; he was a friend and intimate of the Black Prince.

The other church in Leadenhall Street is St. Katherine Cree, rebuilt in 1624. It was the first work executed by Inigo Jones after his return from Italy. Cree Lane, which runs along the western wall of the church once led to the splendid Priory of Holy Trinity founded by "Good Queen Maude" wife of Henry I. No. 157 Leadenhall Street has been identified as the residence of "Uncle Sol" in Dicken's novel *Dombey & Son*, once adorned by the figure of the "Little Midshipman". It was pulled down in 1881.

Leadenhall Street ends at its junction with Fenchurch Street at Aldgate Pump, which fortunately still survives. It has always been an important thoroughfare, and in 1815 during rebuilding operations a beautiful crypt was uncovered, dating from 1108. It was under sixteen feet of soil and the chronicler of 150 years ago remarks that thirty feet of dirt and soot as well as earth had accumulated in that time to bury this crypt. Discovery of Roman remains have come to light from time to time, illustrating Leadenhall Street's timeless interest.

ONE HUNDRED YEARS AGO*Extract from the Times 6/10/1860**“MOOLTAN LAUNCH”*

ON Tuesday a remarkably handsome screw steamer named the *Mooltan*, built expressly for the Peninsular and Oriental Steam Navigation Company, and the largest of their whole fleet, was launched from the dockyard of the Thames Ironworks and Shipbuilding Company at Blackwall, in the presence of a numerous company, including the Lord Mayor and the Lady Mayoress, Mr. Peter Rolt, Captain Ford, Lieutenant Kilokoltzoff, of the Russian Navy, Messrs. Allen and Anderson, and Captain Hall, three of the managing directors of the Peninsular and Oriental Company, Mr. Churchward, and Captain Smethett. The vessel was designed by Mr. James Ash, the naval architect of the Thames Shipbuilding Company; her length between perpendiculars is 335 ft.; length of keel for tonnage, 311 ft.; breadth for tonnage, 39 ft.; depth of hold, 31 ft.; and her capacity, in tons, 2,521. Her engines are of 400 horse-power, and by Humphrys and Tennent, of

Deptford. They are of peculiar construction, having four cylinders, two of them designed to work at high and two at low pressure simultaneously, by which a saving will be effected of about half the ordinary consumption of fuel. The vessel is furnished with a lifting screw, the first which has been introduced into the company's fleet. She will draw, when complete, about 19 ft. of water, at a displacement of 3,200 tons. She has a teak spar deck, and is bark-rigged, with lower masts made of iron. She is capable of carrying 150 passengers, and is fitted up with all the elegance and convenience usual in vessels belonging to the Peninsular and Oriental Company. The launch was completely successful. The vessel was named by Mrs. Hall, wife of Captain Hall, R.N., and glided gently into her native element amid the cheers of the spectators, of whom there were many hundreds. For the present she is destined to run between Southampton and Alexandria.



P & O and ORIENT

Integration in Australia

AFTER the successful integration of the P & O and Orient Lines in London on 1st May last, the same process took place in Australia on 1st July. There the situation was rather more complicated owing to the fact that P & O was represented at all ports by agents and not by its own directly employed staff. Thus that part of the business of Macdonald Hamilton & Co. Pty. Ltd. concerned with the operation of P & O Group ships had first to be acquired. This was carried out and the staff concerned have joined with the Orient staff in one combined organization under the name of P & O-Orient Lines of Australia Pty. Ltd.

The only port in which this pattern has not been followed is in Adelaide. There, Elder Smith & Co. Ltd. have been P & O Agents for over 100 years and it was decided to close the Orient Office and transfer the Orient agency to them also. They will also deal with B.I. ships engaged in the Australia/U.K. Service. Mr. H. R. S. Newland, who was Branch Manager of the Orient Line in Adelaide for some years prior to his temporary assignment to Perth recently, has joined the staff of Elder Smith & Co. Ltd. in Adelaide. There is now a P & O-Orient Lines office in Port Adelaide to handle certain Group ships which have not in the past been dealt with by Elder Smith.

The following shows the present location of offices and departments and the names of the Directors and Managers.

SYDNEY

Chairman: N. D. PIXLEY. *Deputy Chairman:* J. D. BATES. *Directors:* B. FOGGON, A. LEUNIG, R. J. MCBURNEY, F. M. KARRASCH, A. G. ROSE, H. B. STANILAND.

LOCATION OF DEPARTMENTS

247 George Street

MANAGEMENT:

Secretary: J. MCD. SUTHERLAND

Staff Superintendent: N. T. BLACKWELL

Accounts: J. C. KINGSTON

Freight Superintendent: M. J. HOPKINS

Claims:

Insurance and Compensation:

Customs:

Passengers' Mail:

1a Day Street

Senior Superintendent: W. G. C. BUTCHER

Marine Superintendents: Captain R. B. STANNARD, V.C.,
Captain J. M. LITTLE

2 Spring Street

Passage Superintendent: I. W. J. GEDDES

Passage Manager: D. H. BALLARD

Advertising: V. TADGELL

Public Relations: A. R. HALL

Providing and Stores: J. B. ALDERSON, G. E. FARLEY-
DAVIES

Superintending Purser: S. A. C. HUTTON

13 Pyrmont

Orient Stores

20 Pyrmont

Wharf Manager: Captain J. C. JENKINS

BRISBANE

Manager for Queensland: M. G. BOYDELL. *Brisbane Manager:* W. M. BATEMAN. *Passage Manager:* R. V. WAY.
Freight Manager: P. J. FOXTON. *Accountant:* D. M. DIXON

NEWCASTLE

Manager: H. S. MATHEWS

MELBOURNE

DIRECTORS: E. H. BROWNE, H. FLETT, A. S. MACKINNON

LOCATION OF DEPARTMENTS

311 Collins Street

MANAGEMENT:

Chief Freight Manager: I. C. McCONCHIE

Accountant: H. D. HUTCHINS

Departments other than those at 356 Collins Street:

356 Collins Street

Passage Manager: L. M. MOWLE

Publicity:

Lloyds Agency: C. J. SARGEANT

ADELAIDE

Elder Smith & Co. Ltd.

Superintendent Shipping and Travel: H. J. R. HOOPER

Shipping Manager: A. J. A. DAY

Travel Manager: H. R. S. NEWLAND

PORT ADELAIDE

P & O—Orient Lines of Australia Pty. Ltd.

Agents for:

B. I. S. N. Co. Ltd.

E & A. S. S. Co. Ltd.

Union S. S. Co. of N. Z. Ltd.

Hain Steamship Co., Ltd.

Manager for South Australia: T. L. BETTANY

KWINANA

Manager: E. G. LOCKE

PERTH

Manager for Western Australia: R. H. SISLEY. *Assistant Manager:* J. I. MCGOWN. *Passage Manager:* J. C. RUSSELL.
Freight Manager: F. A. DRAKE-BROCKMAN. *Accountant:* R. G. WHITFORD.

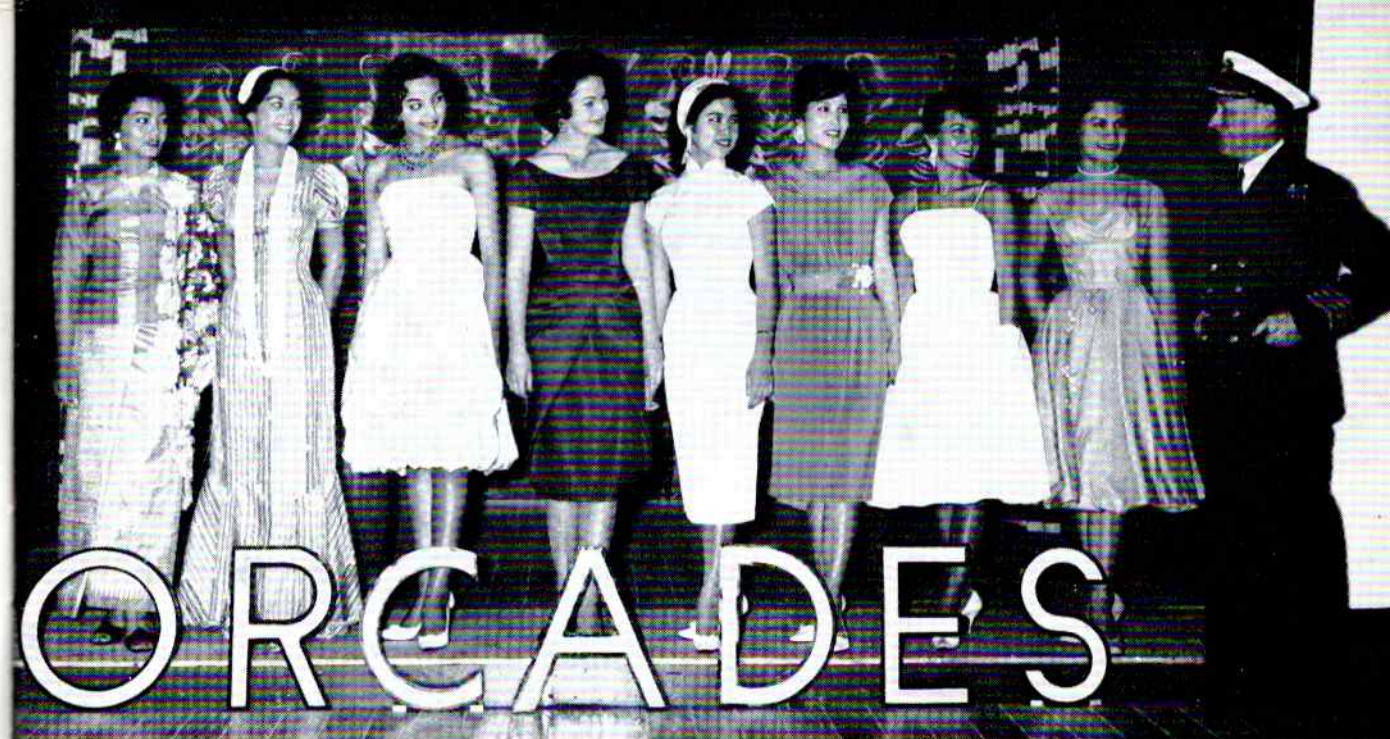
BY the end of this year the whole of the Melbourne Office should be concentrated in 356 Collins Street. The present locations in Sydney are likely to remain for the next few years until the whole city organization can be housed in the new P & O Building to be erected shortly on a recently purchased site.

At Perth the new organization is accommodated in the building formerly occupied by the Orient Line, which is also the case in Brisbane.

Mr. A. J. M. Crichton and Mr. F. I. Geddes arrived in Sydney on 26th June for a stay of three weeks in order to be present in Australia on the day of integration. During their stay they visited Canberra and the offices at Brisbane, Melbourne,

Adelaide, Port Adelaide, Perth and Fremantle. They were able to meet all members of the staffs and to see for themselves the determination to make the new organization an efficient and happy one. The essential preparatory work had all been excellently carried out by Mr. N. D. Pixley and Mr. J. D. Bates and their colleagues.

As Mr. Crichton pointed out in the remarks he made at each port, we now have in Australia what is, perhaps, the largest shipping organization in the Southern Hemisphere, backed by the resources of the P & O Group. Conceived in no spirit of defence, but rather of expansion, staffed largely by Australians, it should provide opportunities for everyone in its ranks.



"ORCADES"—"Eyes left for the Captain".

Captain J. D. Birch, D.S.C. with the eight beauty Queens who travelled in "Orcades" to Long Beach for the recent 1960 International Beauty Contest.

Left to right: Miss Malaya, Miss South Pacific, Miss Singapore, Miss Australia, Miss Borneo, Miss Japan, Miss Canada and Miss Philippines.

Miss Singapore, Miss Japan and Miss Philippines reached the semi-final.

"PINJARRA"

This photograph below shows the crown piece of a mechanical car body being discharged at Geelong last June. We are indebted to Mr. B. Breasley of the Melbourne Office for this picture. He tells us that this was the one of the heaviest lifts, 74 tons, ever discharged at Geelong and constituted part of one of three single-action mechanical presses recently delivered to the Yard Motor Company there from Newcastle upon Tyne.

SHIP NEWS . . .



SHIP NEWS CONT.—

“IBERIA”**A Secretarial Service Afloat**

Even when a businessman is relaxing on board there are times when he might require the services of his office. So the P & O Company are instituting a pilot scheme on board *Iberia*, whereby facilities are made available to executives and other busy passengers for dictating letters and messages while on board ship.

Following an agreement between P & O and the Dictaphone Company, two instruments—a recorder and a play-back instrument—are to be placed on board *Iberia*. The businessman will be able to obtain his Dictabelts free of charge and speak his message into the Dictaphone. The tape will then be flown to his home office from the next port of call.

With the growing trend for busy executives to combine their business trips with a holiday at sea this scheme represents a first step towards providing a secretarial service afloat. If the facilities on board *Iberia* meet with success, the scheme will be extended to other P & O-Orient Lines ships.

“IBERIA”**Air Conditioning**

The liner *Iberia* will be withdrawn from service in January 1961, for modernization and fitting of complete air-conditioning.

Fixed price tenders for carrying out this work were invited from various ship repairers and under the terms of the contract the work must be completed in seventy days commencing in mid-January, 1961. The contract was awarded to Messrs. John I. Thornycroft & Co., Ltd., Southampton.

In addition to air-conditioning, one hundred and five new facilities (showers and W.C.s) will be installed. The contract is estimated at slightly over £500,000 to Thornycrofts; the refrigeration equipment will form a separate contract.

Iberia will be the last of the vessels to be air-conditioned under the programme announced in August 1958, under which combined post-war fleets of P & O-Orient Lines were to be fully air-conditioned.

“ORONSAY”**P & O-Orient Lines Entertains The City**

A luncheon on 6th September on board *Oronsay* at Tilbury introduced prominent members of the City and their wives to a modern liner.

Members of the City Livery Club looked over *Oronsay* after cocktails and luncheon, and later took tea on board.

Host for the 150 guests on that occasion was Sir Austin Anderson. The luncheon reminded guests of pre-war days when members of their Club visited *Orion* in 1938.

“ARCADIA”

Members of Returned Servicemen's League of Australia tour party being shown the sights by three "Miss Yokohama" who met the "Arcadia" on her arrival in August.



The "Corfu"
football team.



"CORFU"

The standard of soccer on *Corfu* has gradually improved during the past year, and this voyage has produced three very closely contested matches.

Our first game, in Singapore, was against the Blue Funnel. Both teams were very much out of breath at the finish, but a sound defence and an eager if somewhat inexperienced attack ensured a 2-0 victory for *Corfu*.

We encountered our strongest opposition against Fort Canning Army Base. It was a joy to play on such a beautiful ground, and being situated on top of a hill it is relatively cool there. Any ship's team looking for a game have only to telephone the Base and a fixture can be arranged at very short notice.

Under such perfect conditions that afternoon, *Corfu* played very good, constructive football and deservedly took the lead after 15 minutes with a hard drive from Foot. Thereafter the play swung from end to end with the Army gradually gaining the upper hand, and in the second half they scored twice and won a very exciting game.

In Penang, though we had been assured by our hon. sec., coach and referee, Copeland, that we were to play a Grammar School team, our opponents proved to be an amateur league side—the Golden Arrow. However, things went well for *Corfu* whose defence, well led by Doggrell and ably assisted by Levett, Simmonds, de Souza and Gerdes in goal, repelled repeated attacks, and enabled us to win yet another very close game, 3-2.

"STRATHEDEN"

An Easter Cruise

It is announced that *Stratheden* will make a 16-day Easter Cruise next year.

Stratheden will leave Tilbury on March 30th making first for the little-frequented Portuguese island of St. Vincent, over 2,500 miles south of Britain and well within the Tropic of Cancer.

After a day ashore for passengers, the ship will steer a course for Teneriffe and then to Casablanca. *Stratheden* returns to London on 15th April. Fares vary from £60 to £525.

"GARONNE"

After a voyage recently in *Garonne*, Captain F. C. Murphy writes:—

"*Garonne* is not to my mind a beautiful ship; she puts me in mind of a rather prim maiden aunt, but with her vertical lines she has a purposeful air about her and she leaves the miles behind in great style. The only ships that overhauled us to my knowledge were passenger ships, one being *Orcades*, which was against the rails rounding the Goodwins inward bound, and showed us a very clean pair of heels. All agreed that she was only showing off and would probably reduce speed as she lost sight of us in the gathering dusk!"

We are *not* asking for *Orcades'* comments on this !



Oronsay

Here is a racing shell shipped from Sydney to Naples for the Olympic Games.



Patonga

*Two whippets, passengers recently to Sydney, look cheerful and alert after their long voyage from Britain.
(Sydney Morning Herald Photo)*



*Iberia in the Tasman Sea, January 1960.
Photo by P. A. Newsom, Junior Assistant Purser.*

SHIP NEWS CONT.

**ORONTES**

When "Orontes" called at Hayman Island on her cruise from Sydney on 6th May last, a party was given aboard in honour of Queen Salote's sister and brother (Prime Minister of Tonga). The Queen herself was unable to attend through indisposition.

Captain R. W. Roberts, O.B.E., D.S.C., is shown presiding at lunch with Purser J. G. Thorp in the foreground with his back to the camera. On his left is the Prime Minister.

The smaller group shows the Queen's sister with the Purser.

ORSOVA

Would any reader of "About Ourselves" be interested in a "fishing story", we are asked! One that did *not* get away!

Here is a photograph taken aboard *Orsova* during current voyage (Pacific), of a fishing group with a very successful catch.

One tiger shark: length 54 in.; weight 18 lb.

Two thrasher sharks: length 18 in. each; weight 8 lb. each.

Equipment used: nylon line attached to a bottle.
Bait used: Herring.

Incidentally, this catch was made at night off the pier end at San Francisco on 12th May, 1960. One old "wharfie" angler was quite excited about the catch, says our correspondent. "Never known 'em to come so close to shore—and never known one (tiger) caught here," says he.

He offered to buy the "tiger" but was refused.
Anglers were: First Restaurant Waiters—

D. SMITH (Angler of "tiger")

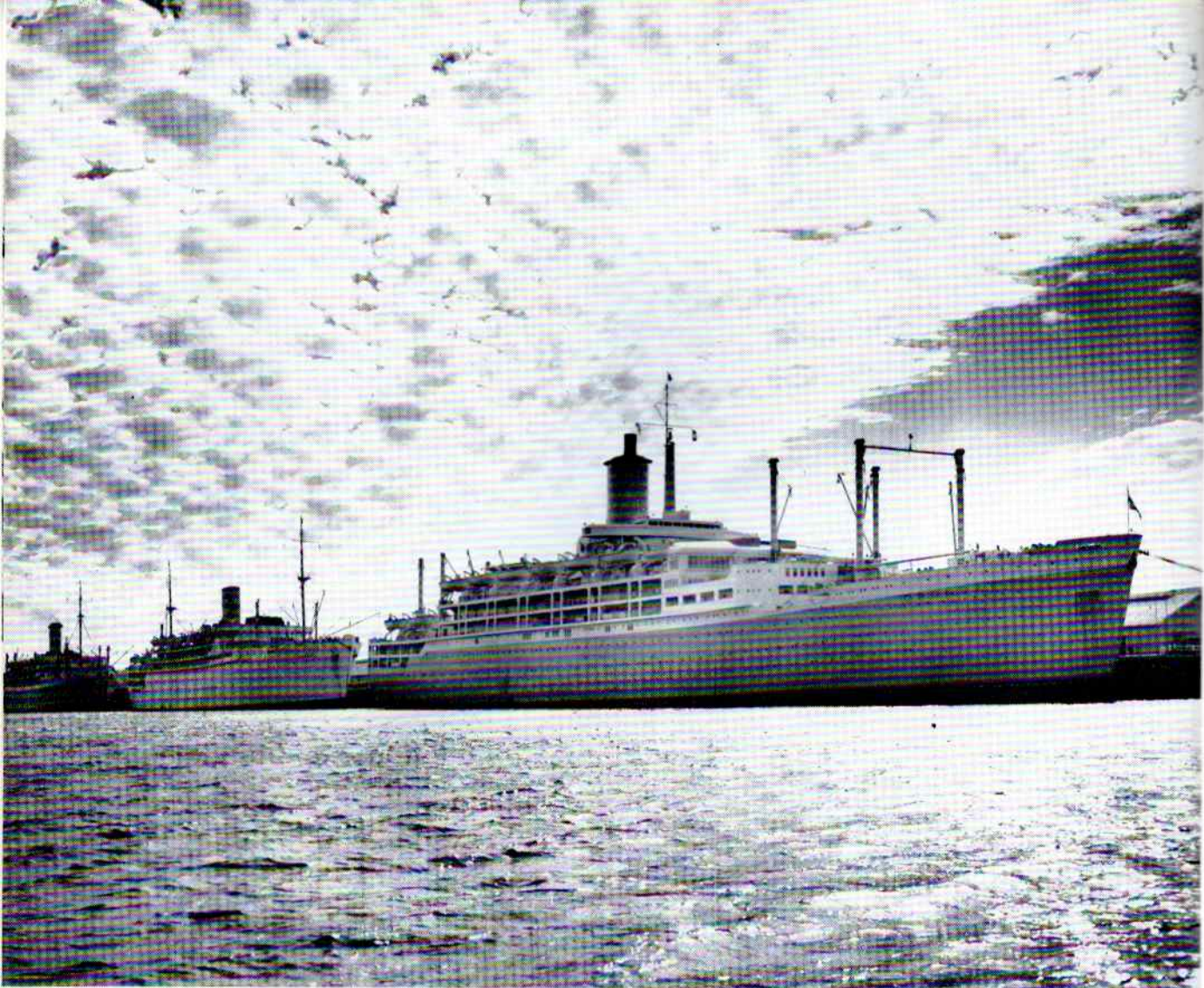
W. DOUGLAS (Angler of thrashers)

G. QUELCH (His got away—with the line!)

P. LOWERY ("Supervisor"—fish butcher).

After the snap was taken, P. Lowery effected a post mortem but was somewhat disappointed. Don't know what he was looking for. Maybe a "U.S. Landing Permit"!!



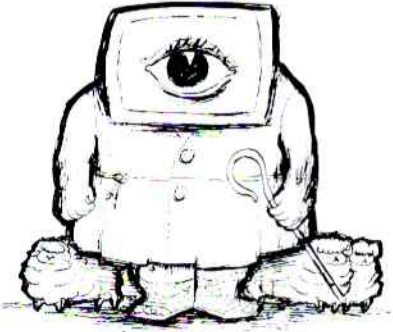


*"Orion", "Strathmore" and "Oronsay"
berthed together at outer harbour, Adelaide
on October 3rd, 1960.*



"SUNDA"

*This photograph was taken at Middlesbrough
recently of the "Sunda" loading cargo.*



CYCLOPS

by J. H. Gough Wilson

THE Cyclops of classical mythology were shepherds, of gigantic stature, each with one eye, set centrally. Their chief, Polyphemus, was rendered innocuous when his eye was put out by Ulysses.

It is said that history repeats itself, and judging by modern trends, that also might be said of mythology, for nowadays we are merely sheep, held in thrall by a one-eyed monster, whose alias is Television.

Until recently I knew this only by hearsay, but now I am able to speak from bitter experience.

We dwelt in the depths of a dense forest of television aerials, in which our abode was the only clearing, and prided ourselves on the strength of will that enabled us to resist all temptations to become slaves of the lantern of lunacy.

Gradually our objections were worn down; the jungle encroached on our clearing, and happenings in the cinema provided the last straw. Our fate was sealed from the moment we started to dawdle when passing the dealers' windows. The new slim-line models looked rather attractive, until it was discovered that their slimness was merely an optical illusion that applied only to the front casing, leaving untidy entrails bulging out at the back, insecurely contained by sheets of perforated cardboard.

So, *if* we should ever decide to purchase a set, which was very unlikely, it would have to be in the older, more stodgy design. Of course, you can recognise the signs of weakening. We were plunging down the hill towards destruction like the Gadarene swine. Then we looked at forthcoming programmes of sports-features—Wimbledon, International Swimming, Test Matches, Olympic Games—and were lost.

Soon a van arrived and disgorged incredible quantities of gleaming metal tubing, clips, clamps, nuts, bolts, slim rods, stout rods with cross-members at intervals, rings, squares, distorted loops, angle-irons, hooks, staples, steel ropes, drums of insulated cable, cartons, boxes, bags and assorted tools.

An elderly steeplejack extended a collapsible ladder and mounted with amazing agility to the roof, and disappeared behind a chimney-stack, whence he exchanged airy banter with the engineer on the ground, who was assembling a tortured tangle of metal that finally resolved itself into a contraption that resembled a prize-winning futurist "sculpture".

In a surprisingly short time this was swaying above the house; electric drills were plugged-in and holes bored through window-frames, plaster and brick-work; electricians wired-up more power-points; a strong man staggered in, carrying the Thing—and from that minute the family routine has been irrevocably disrupted.

All the furniture has been shuffled and re-shuffled till the rooms look entirely unfamiliar. Instead of retiring nightly before eight, lights-out is usually nearer midnight. Meals which were leisurely and enjoyable are now snatched from trays on occasional tables in semi-darkness, for the doubtful benefit of watching, possibly, on a pre-war film, some nauseating child mouthing stilted pidgin English to a noble Redskin, this being punctuated by mysterious glasses of foaming beer floating through the air to the tune of some fatuous jingle, seething suds being churned in a washing-machine, or unnatural characters grinning like apes while discussing the flavour of some new brand of cigarette.

We, who scorned indoor pastimes, have resolutely drawn the curtains to shut out the inviting sunlight, and sit immobile for hours to see cowboys, musicals, travelogues, vaudeville, crooners, tap-dancing, drama, boxing, ballet, crime serials, recitals, and a surfeit of miscellaneous balderdash, all of which are liable to be viewed through a sort of trembling netting, or through wavy lines like the sands at low tide, or watermarked like banknote paper. All programmes are interspersed with inexplicable snowstorms, flickerings, sounds as from a buzz-saw,

transverse bars of black and white chasing each other up and down the screen, periods when the scenes dissolve into madly gyrating pyrotechnics, all being accompanied by sputterings as of a two-stroke engine gone mad.

We have watched motor rallies, horse-racing and every competitive sport, always rooting for the underdog and suffering with the losers; being frustrated by rain, and returned to the studio at the most exciting crisis in the game.

We have waited eagerly indoors in fine weather for the start of play, only to be shown pictures of rain lashing down on tarpaulins on the Centre Court, empty grandstands at cricket grounds, solitary spectators huddled under umbrellas, water cascading down clubroom steps; but we are always certain of being bombarded with re-iterated slogans, catchwords, animated cartoons, blurbs about refrigerators, fruit drinks, toilet soap, margarine, disinfectant, sweetmeats, petrol, biscuits, shampoos, and so on, until the brain is completely bewildered.

The observation lounge has developed an atmosphere of peculiar dry heat with a vague aroma of baked dust. The car lies deteriorating in the garage; the sunbronzed complexion has been replaced by the pallor associated with fungus in a damp cellar; eyes that were bright with health now have a permanent, myopic hangover; the former brisk, athletic gait is now a faltering, lumbagoid hobble, due to long hours of dropping in easy chairs with legs outstretched and heels supported on footstools.

There has been no sleep during the persistent strong winds of the last few days, owing to imagining that the whipping aerial would bring down the chimney-stack.

Last night, on the screen, an unshaven sheriff was being visited by a deputation of disgruntled citizens at his home. Not wishing his wife to overhear their grievances, he said, "Go and look in the kitchen. I think I smell something burning."

The production was so realistic that we imagined that *we*, too, could perceive the odour. It obviously must be the new-fangled smellelevision of which we have heard!

Then the action switched to a scene of horses galloping through a canyon, but still the impression of burning persisted.

Simultaneously we leapt from our chairs and stumbled in the gloom over the re-arranged furniture. The rooms were filled with a delicate, dark-brown haze, and we reached the kitchen to find that a batch of delicious, high-grade prunes had been forgotten. They had been stewing gently for four hours and were adhering, in a revolting mass, to the bottom of the stewpan—and *I* was the culprit.

In the first agony of remorse, unwisely I vowed I would eat them all, however unpleasant. That was a

very rash promise, and after sober reflection it may have to be retracted. After all, a joke is a joke, but one must draw the line somewhere. It is not nice to have to eat humble pie, but it would be nicer than eating those prunes!

It is all the fault of that one-eyed monster in the other room. Personally I do not mind how soon Ulysses re-appears to give Cyclops one in the eye. In fact it would be a more laudable deed than the slaying of the dragon by St. George!

But in the meantime I must hurry, or I shall be late for the start of the Children's Hour!



"EVERY ENTRY TELLS A STORY"

by W. A. W.

LOOKING back I suppose I must have been hard up indeed for recreational reading.

Either that or I was a little more distraught than usual after a prolonged period of solitude. At all events, I know I was in the flat at "122" for week-end duty, and had just reached the stage (late on Sunday afternoon) when I was beginning to convince myself that compared with me a Trappist monk could be said to be "living it up".

This mood held me in its grip for a while and it was when I emerged from it that I looked round for something to read.

And that was when I found a little book entitled "Resident Clerk's Disbursements".



Why had he extinguished the fire with his trousers?

It stretched back a very long way, and, like the traditional good novel, the first few pages were rather dull. Then it suddenly came to life.

After a series of dry as dust entries dealing with postage and telegraphic costs during the early 1920's, an entry on about the tenth page stood out like a chorus girl at an Undertakers' Convention.

"Cleaning nightwatchman's trousers" (said the entry) "soiled when extinguishing a fire—1s. 6d." Why his trousers? I thought.

Why had he extinguished the fire with his trousers?

Had he heroically applied his seat to the seat of the fire, or had he, in fact, whipped his trousers off and with them smothered the blaze? Neither course sounded like the action of a rational man—but there the entry stopped; no further explanation, and I just couldn't get the poor chap out of my mind. What had he done while his trousers were away at the cleaners? Even in those days, when the customer received "every possible attention" without exception, it must have taken two, or possibly three days to clean a pair of trousers. For some minutes I had in my mind a picture of the courtyard and the Export Freight Department at 3 a.m. and a little old man in his under-pants doggedly shivering his way round the building.

This was driven from my mind when I turned the page and read:

"Baths at an hotel while the geyser was undergoing repair . . ."

The price quoted was 1s. 6d. per bath, and after doing a little arithmetic I discovered that in the course of eight days the Resident Clerk had managed total immersion on no less than 23 occasions.

Who was this filthy character?

Or perhaps he was just the opposite, and had a thing about hygiene. Or then again perhaps his best

friends in the office had summoned up the necessary courage and had just told him.

Alternatively, of course, he might have been a man with a family of such size that 23 baths in a week was just dreary routine. We shall never know; once again the narrative stopped short. It might at least have explained what caused the breakdown in ritual on the black day when only two baths were achieved.

"Repairs to Resident Clerk's watch damaged when the maid dropped the early morning tea on it—8s. 6d."

started all sorts of thoughts in my mind.

Fright, I decided, must have caused this.

After all, experienced domestic servants in those days didn't perpetrate blunders of this magnitude without some good cause. The girl must have been suddenly startled by something.

Yes, but by what?

Everybody has heard of "What the butler saw" and "things", usually in the potting shed, but the circumstances here seemed to break new ground.

Was it something the Resident Clerk said—or the way he looked? Or was it merely that the sight of this particular man emerging from his well-earned slumber was too much for a sensitive chit of a girl?

Watches seemed a popular item in those far-off days; on the following page it said:

"Repairs to Resident Clerk's watch—in use while the Company's clock was away for repairs" which made me think that Stephen Potter would probably have termed this an example of "Resident Clerkmanship".

There followed several extremely dull pages of extremely petty disbursements, and then I was right in the middle of the second World War.

"Repairs to ceiling damaged by bomb—7s. 6d." and

"Repairs to window broken by bomb-blast—10s. 4d."

So much for Hitler's all-out air offensive. If he'd known that despite what Goering might boast about they had only managed to incommode the P & O Resident Clerk to the extent of 17s. 10d., a few more carpets might have been chewed up in the Reich Chancellery.

The story was coming up to date now: a few more items of modern office expenditure which were unremarkable and then:

"Purchase of Air-wick" said the next page

"to remove offensive smell in the bathroom—7s. 6d."

As I was beginning to consider the scant evidence in this apparently baffling case the Housekeeper came in and when questioned supplied the answer.

A mouse had committed suicide under the floorboards.

No. Not a Resident Clerk.



H.M. The Queen makes her way to the Bridge of "Oriana".

The Queen visits "Oriana"

The Royal Navy's first atomic submarine "Dreadnought" was launched at Barrow by H.M. the Queen on 21st October, Trafalgar Day. It was, of course, the Navy's Day, but Her Majesty, accompanied by H.R.H. the Duke of Edinburgh and Lord Mountbatten, spent nearly an hour touring "Oriana" after the launch.



The Chairman introduces the Senior Officers to H.M. The Queen. H.R.H. the Duke of Edinburgh is talking to Sir Austin Anderson.



Stopping to look at some table tops.



H.M. The Queen and H.R.H. the Duke of Edinburgh with Sir Colin Anderson and Mr. F. I. Geddes.



H.M. The Queen signs the visitors book while the Master of the ship, Captain C. Edgecombe, looks on.



PANDOR CLUB

The P & O-Orient Sports and Social Club, which is to be called "THE PANDOR CLUB", was constituted at a meeting of the Staff in the large Boardroom of 122, Leadenhall Street, on Wednesday, 29th June, 1960.

The Chairman, Sir Donald Anderson, kindly consented to be the President of the Club.

The members of the committee, who were elected at that meeting are as follows :—

Chairman	Mr. M. Millar
Vice-Chairman	Mr. E. W. Vowles
Joint Secretaries	Mr. P. G. Harrison (City)
	Mr. P. D. Norton (W.E.)
Treasurer	Mr. L. S. Young

In accordance with the rules, the remaining members of the Committee will be delegated by the various sports sections of the Club.

The first meeting of the committee was held in the small Boardroom at 122, Leadenhall Street on 28th July, 1960. Entry forms have been sent out to all members of the Staff.

Membership of the Club is open to all Staff, ashore and afloat, of Anderson Green & Co. Ltd., Orient Steam Navigation Co. Ltd. and the P & O Steam Navigation Co., and it is hoped that everyone will seriously consider joining to give the initial impetus required to achieve real success. Membership of the club opens all sections of it to every member.

PANDOR CLUB RULES

1. That the Club shall be called "THE PANDOR CLUB".
2. That the Headquarters shall be at 122, Leadenhall Street, London, E.C.3.
3. That the object of the Club shall be the organisation, development and encouragement of sport and social activities of every description.
4. That the membership of the Club shall be limited to the Staffs of Anderson Green & Co. Ltd., Orient Steam Navigation Co. Ltd., and the P & O Steam Navigation Company on payment of the annual subscription.

Honorary members may be elected by the Committee on such conditions as they think fit, such honorary members to have no control in the management of the Club.

A member may introduce one guest (who may not purchase any liquor) provided the guest's name is entered in the register kept for that purpose and signed by the introducing member.

5. That there shall be a President.
6. That the Management of the Club shall be entirely in the hands of a Committee, which shall consist of a

Chairman, Vice-Chairman, two Joint Secretaries and an Hon. Treasurer, none of whom shall hold office on any of the committees of the sections, and twelve members who shall be delegated from sections of the Club. The Committee shall have power to co-opt a member from any of the sections but such co-opted member shall not have voting powers. Five members shall form a quorum. The elected members of the Committee shall retire annually and be eligible for re-election at the Annual General Meeting.

7. That the Committee shall grant every facility to the members to form a section for any sport, within the Club, if it can be shown that there will be adequate support for it.
8. That the Committee shall have power to frame rules, regulations and by-laws for the proper conduct of the subsidiary sections, to enter any competitions and to affiliate to any governing body it may consider desirable.
9. That the subscription to the Club shall be 5s. per annum to be deductible from salary for those who accept membership of the Club, payable on 1st May each year.
10. That any member wishing to withdraw from the Club must signify the same in writing to an Hon. Secretary before 1st April, or be liable for the following year's subscription.
11. That the accounts shall be audited annually prior to submission to the Annual General Meeting.
12. That the Annual General Meeting shall be held within three months from 30th April, not less than 14 days' notice being given. Twelve members shall form a quorum.
13. That the Rules of the Club shall only be altered at the Annual General Meeting, or at an Extraordinary General Meeting called for that purpose.
14. That after receipt of a written request signed by 10 members of the Club an Hon. Secretary shall within 7 days call an Extraordinary General Meeting giving all members not less than 14 days' clear notice.
15. That the Club shall be open from 9 a.m. until 10.30 p.m. on all normal working days.
16. That the sale of intoxicating liquor shall be permitted at dances or functions held at 122, Leadenhall Street.

HORTICULTURAL SOCIETY

It has been suggested that there might be some support for the formation of a Horticultural Society within the "PANDOR CLUB".

Possible activities and advantages might include :—

- (a) An annual show of members' produce.
- (b) Occasional visits to famous gardens or experimental stations such as Wisley.
- (c) Occasional talks on gardening topics by experts.
- (d) Trade discounts on the purchase of horticultural sundries, bulbs, seeds, etc.

Would anyone interested in the formation of a Horticultural Society kindly notify Mr. K. Reynolds, Assistant Manager (Far Eastern Line).

If sufficient support is forthcoming, it would be the intention to hold a preliminary meeting in the Autumn to appoint officers and progress the matter in greater detail.

**THE
STORY
OF
OUR
AGENCIES**

Singapore

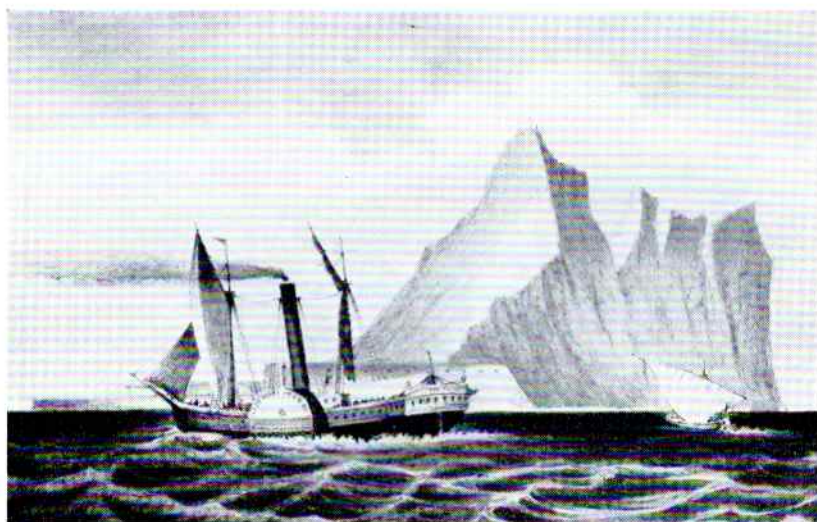
THE success of the P & O Indian Service and the gradual building-up of the overland route across the Isthmus of Suez led to thoughts of further eastern extensions of a mail service not only by the P & O directors but by merchants in the Straits and Hong Kong. The government asked the Company to undertake such a service in 1843, providing a monthly steamer between Pointe de Galle in Ceylon and Hong Kong, to take not longer than 140 hours between Ceylon and Penang and another 45 hours on to Singapore.

By 1845 plans were ready and the steamer *Lady Mary Wood*, a fast little ship for those days, was sent via the Cape of Good Hope to take up the connecting

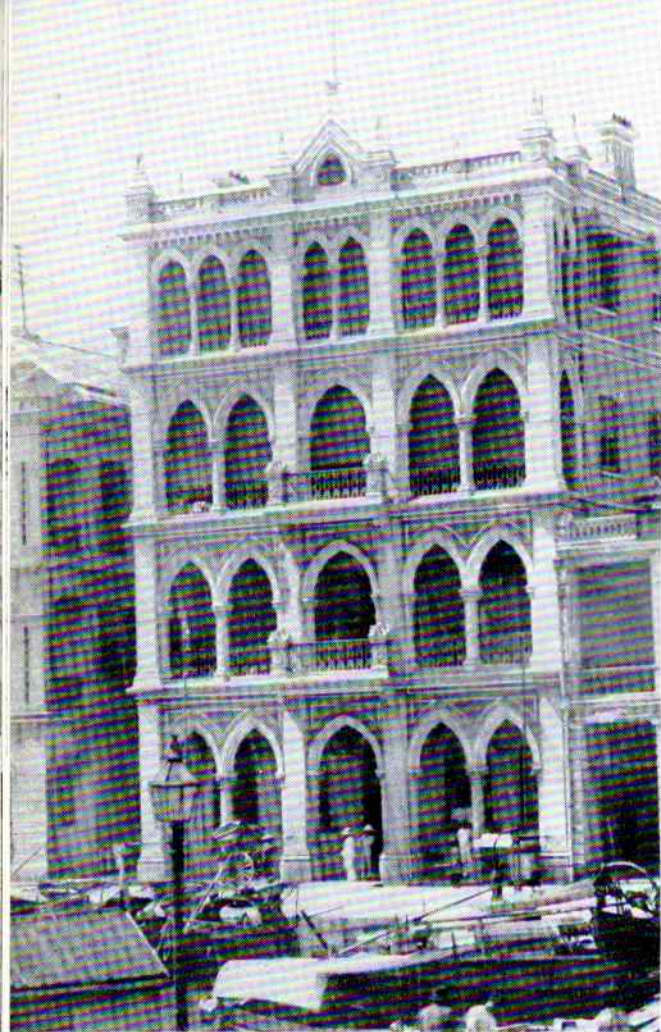
service between Galle and the Straits. She arrived in Singapore on 4th August, 1845, bringing mails, ex the Calcutta steamer in 41 days from London and eight days from Ceylon. She was followed by the *Braganza* which left London on 12th March, 1845.

On the next voyage from Galle the *Braganza* brought nearly 1,500 packets of newspapers and letters and on the *Lady Mary Wood's* return from Singapore she had no less than 4,757 packets, some 4,000 for Europe and the rest for India and Aden.

A year or two later, says the P & O Centenary History, a system of notifying business firms and residents that the mail was being closed at the Singapore Post Office, on arrival of the liner caused



The "Lady Mary Wood" of 553 tons was the first P & O vessel in Singapore.



A photograph of the Singapore offices taken in 1901.

considerable disturbance. A signal was made from Government Hill by running up the Red Ensign to indicate the closing of the mail for Europe; the China mail was signalled by hoisting a yellow flag. The first time the yellow flag was hoisted a report spread swiftly through the town that an Arab pilgrim ship had arrived with a bad case of plague on board and that this was the reason for the yellow flag which then, as now, was the signal of quarantine. In those days, however, flags had a much more dread significance. The infection of a port might mean strict quarantine with not only plague risks for the inhabitants, but the certainty of a most harassing and inconvenient confinement of passengers at other ports, as well as the diversion from the plague port of vessels which otherwise would have called there.

Anxious enquiries by the Europeans in Singapore failed to bring any explanation of the plague report, the medical authorities saying that they had had no

notification of plague, a general term which might mean bubonic, cholera, yellow fever, or any other serious epidemic. It was then that anxious enquiries brought the comforting and re-assuring answer.

A year or so before this service had opened the P & O had sent out to Bombay a Captain Gribble, as a sort of Agency Superintendent, and his assistant, Captain Marshall had helped to prepare the way at Singapore. For a time a Mr. Irwin, who had been Purser of the *Bentinck*, had held the post, but in February, 1849, a Captain Sparkes was appointed. He stayed until 1852 when he was sent on to Sydney for health reasons; but when the Crimean War took over so many of our ships for transports, the P & O could not maintain its newly started Australian service, and our offices there in Australia had to be closed. And so Captain Sparkes had his journey in vain. Captain H. T. Marshall succeeded him in Singapore.

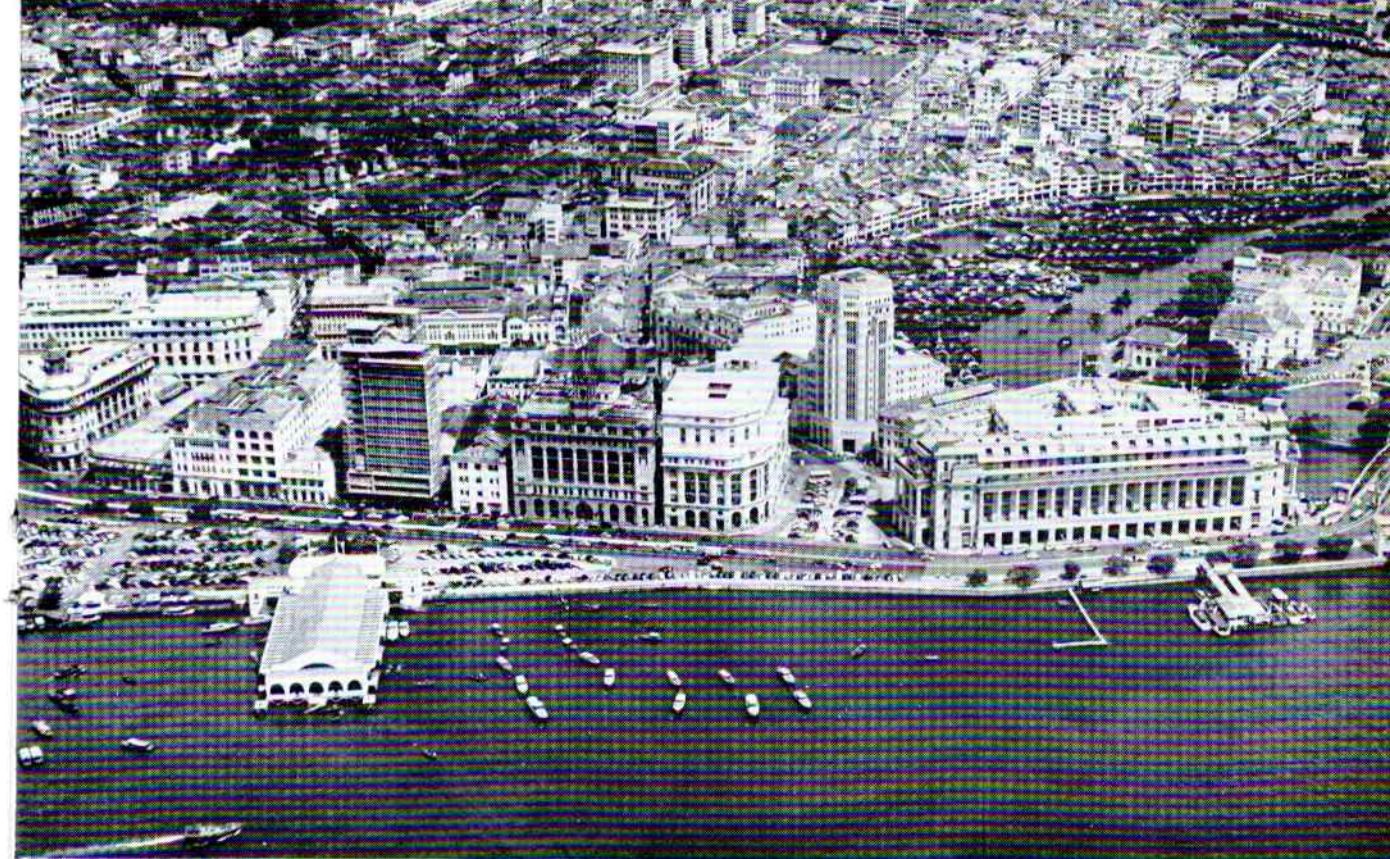
In 1852 the P & O had been awarded the first Australian mail contract and Singapore was the transhipment port. The *Chusan* was the first steamer on this service, followed by the *Formosa*, but after a few sailings, these ships made the connection with the outward and homeward mail steamers at Pointe de Galle. Incidentally Dutch mails to and from Batavia were also carried.

In that year, 1852, the P & O Handbook shows that the *Ganges*, *Singapore* and *Malta*, all of 1,200 tons, the *Achilles* of 1,000 tons and the *Erin* of 800 tons, were engaged in the Ceylon-Hong Kong service, while between Calcutta and the East were the *Pekin* and *Bombay*, of 1,200 tons, with the *Lady Mary Wood* and the *Shanghai* of 600 tons. At that time passengers would leave Southampton on the 20th of the month and, changing ships at Galle, would arrive in Singapore on the 2nd of the next month but one. Fares were £135 on the lower deck and a married couple on the main deck had a cabin for £350. Fares were reduced by £40 in the off-season of April, May, June, July and August.

In that year, too, the P & O Agent, realising that Singapore's harbour facilities were inadequate, and likely to become even more so, bought a site from the Temenggong of Johore, where a proposed new harbour was being considered. He had it drained and cleared of jungle, and a wharf, coal shed and offices were soon constructed.

Thus 1852 had been a momentous year in Singapore for the P & O. In the years that followed developments were eastwards to China, Manila and Japan; by 1858 the *Pottinger*, of 1,350 tons, and the *Ottawa*, of 1,274 tons, were the largest of our ships in those waters with Marshall still P & O Agent.

A few years before the opening of the Suez Canal, in 1866, ships of the service had become larger with the *Malta*, *Baroda* and *Carnatic* approaching 2,000 tons; ships from the Far East service arrived at Galle



The waterfront at Singapore.

on the 5th and 21st of each month and returned on the 6th and 22nd. In those days all accommodation eastwards from Suez was still first class only, and second class had not come into being. P & O Agent at Singapore is listed as S. J. G. Jellicoe.

In 1868 we were beginning to work with the B.I. Company and some of their local steamers were connecting with our mail ships. The through fare then from Southampton to Singapore and on by B.I. to Malacca was £103.

By 1871, with the Suez Canal opened, ships had almost doubled in size and we find that, calling regularly at Singapore, were the *Australia*, 3,648 tons, *Hindustan*, 3,113 tons, and *Deccan* of 3,128 tons. Singapore had already become a focal point for the East Indies and passengers from England were arriving on through tickets for the Netherlands India S. N. Company as well as for the B.I. In 1872 our Agent was J. B. Caldbeck.

Seven years later he had been succeeded by F. Ritchie, who had a very busy port to look after. There were calls every fortnight by mail steamers, alternating with calls by rather smaller and slower intermediate steamers, so that there was a weekly call each way to look after. Ships like the *Ballarat*,

Coromandel and *Parramatta* were the through mail steamers whilst typical intermediate ships were the *Shanghai*, *Sumatra*, *Japan* and *Malacca*. The mail contract speed was then $10\frac{1}{2}$ knots.

It is interesting to note that Singapore Agency had been provided with a tender, the *Palinurus*, of 19 tons and 5 h.p. In 1890 a larger one was sent, of 40 tons and 13 h.p., and this was given the same name. G. King was P & O Agent from 1892-1894; then F. Ritchie 1895-98 and H. I. Chope from 1899-1902. From 1906 onwards came a string of new, intermediate class 8,000 tons ships, built especially for the Far Eastern trade; first the *Delhi*, *Delta*, *Devanha* and *Dongola*, and later the four "N"s of 6,700 tons: *Nile*, *Namur*, *Nyanza* and *Nore*; the *Nankin* and *Novara*, *Nellore* and *Nagoya* came along in 1911. By then Singapore had another steam tender, the *Malaya* of 43 tons and 13 h.p.

In 1910, the P & O Chairman, in his annual speech, made reference to troubles with the Legislature and Singapore. It appears that an ordinance was passed by the Governor and Legislative Council of the Straits Settlements, by which heavy fines were imposed on shipowners like the P & O, and these penalties were apparently handed over to other shipowners to give

them aid. The Companies attacked naturally declined to play into the hands of the Singapore Legislature and to continue to quote dates and provide regular sailings without the certainty of those fixed rates and sailings which had existed under the conference system, so that merchants were placed in a position of great difficulty and business very nearly came to a standstill. The Straits Government, at last, had to come to the rescue by suspending the operation of the newly-passed ordinance on the understanding that the Conference question should be discussed subsequently in London. After a short discussion at the Colonial Office the obnoxious ordinance was repealed.

In 1906-7 L. S. Lewis was Agent and then came A. M. Marshall in 1909. He was succeeded by H. W. Buckland, who was there from 1910 to 1917. Then came R. E. Kozhevar, who later went on to Japan. Many readers will remember E. Walker who became Agent in 1920 and he was to stay there until 1932.

Losses in the first world war meant the replacement of a large part of the fleet on the Far East run. About 1925 came the famous four "R"s, *Ranchi*, *Rawalpindi*, *Ranpura* and *Rajputana*, larger and more luxurious than anything previously seen on that route and with a standard of accommodation that quickly ensured their popularity. But the old "M"s and "K"s stayed on for a while. The *Mantua* was the last to go in 1935.

By then these attractive little ships *Corfu* and *Carthage* had become established and just before the second world war the *Canton* joined them.

G. de V. de Havilland had succeeded Walker, and in 1932 our agent was R. V. Harris, now living in England in retirement. That retirement took place just after war broke out and his successor was H. F. Hammond, who took over on November 1st, 1941. Then came war and the Japanese invasion.

In Kenneth Attiwill's book "The Singapore Story"

(Frederick Muller) he tells how the Government centralized all bookings in the P & O. To reduce the danger of bombing casualties among the waiting crowds, the Company's Offices were moved to Cluny, five miles out of town. "Inside the house", he relates, "Frank Hammond, Charles Jenkins and Philip Barnes and a number of Asiatic clerks sat at tables, handing out embarkation slips as fast as they could write. They waived questions of payment and there were no favours. Those P & O men did a twenty-four hour job, but managed to look cool and composed. They were efficient and selfless. Nothing was too much trouble. They were a credit to their Company."

All were taken prisoner by the Japanese, along with Assistant Jenkins and Mrs. Jenkins, and P. C. Barnes. All died under the rigours of Japanese captivity but R. F. Stogdon, an assistant there, survived his imprisonment and is now No. 2 at Singapore.

On September 5th, 1945, the British returned to Singapore and the great city gradually returned to normal. P & O affairs were taken over by Islay, Kerr & Co., Ltd., who have since been our agents there. Their senior men have been George Watson, Kirkwood Brown, R. F. S. Loubser and H. J. Payne. A. G. Hobson is today's senior.

Only one new passenger ship has joined our service since the war, the 24,000 ton *Chusan*; the *Corfu*, *Carthage* and *Canton* continuing as before. But several fine cargo liners, capable of speeds far in excess of the old mail steamers, and many taking twelve passengers, are now regular callers at Singapore.

Will Singapore continue to be the great metropolis of the Straits or will its political separation from Malaya cause a decline in its fortunes? Only time will show but whatever the developments may be, the P & O and its ships will be ready for any eventualities and the quartered house flag will, we feel, be seen in those waters for many years to come.







Group Week

By E. W. H. Pinches (Purser)

YOU will probably wonder what this is all about: so did I, until one day in July I received a letter asking me to attend the first "Group Week" since the integration, at Head Office. I think future participants may like to know something about them.

Group Weeks are held each month, and have about twelve members drawn from the Sea Staff. Ours consisted of seven P & O and five Orient Officers (four Deck, four Engine, three Purser and one Radio), so we were well mixed. Incidentally, a similar type of course is being run for Leading Hands.

On arrival we were greeted by Captain J. C. STRATFORD, the Group Training Officer, who previously held a similar appointment in the Orient Line for four years prior to the marriage of the two companies.

The week commenced with an Introductory Talk by Mr. W. DALGARNO, who gave us an outline of the ideas lying behind these "Weeks". Briefly, they are: an opportunity to meet and become acquainted with the people in London Offices; to learn something of the history and policy of the Company and its associates; to gain a broader outlook on one's own job and some insight into the working of the shore organisations at home and abroad; and generally to create a closer understanding between the Sea and the Shore.

After Mr. DALGARNO's talk we adjourned for coffee and had the opportunity of putting the first point into practice. Some members of the Management had come to join us for coffee. This carried on each morning and afternoon throughout the week.

Coffee break finished, we returned to our studies, when Mr. C. W. ASTON spoke on "The Growth and

Scope of the P & O Group"—45 minutes packed with interest. I am sure all of us learnt a lot during that time on the extent of the ramifications of the Company, a subject on which we had but little or no previous knowledge.

Then followed Captain F. C. MURPHY with a talk on "Our Group Tankers", a field of activity new to most of us. He was very enlightening on their employment, charters, and extent of the Tanker programme.

And so to lunch, when we all split up, visited the various pubs for refreshment and something to eat, and got to know each other.

After lunch there was a half-an-hour period of "Any Questions?" when Mr. A. S. HART and Mr. J. G. HARRINGTON, two Shore Pursers, joined Captain STRATFORD in answering any questions the members of the Group fired at them. This was a very useful time, and fulfilled two functions: one, to get over lunch (if one nodded off it was not too serious), and the other—its real purpose—to give an opportunity to find out the answers to any problems one may have had.

Mr. D. J. DONALDSON then gave "A Simple Discussion on the Financial Aspect", after which we retired for tea.

The last period was a talk on "Manning" by Mr. M. D. PENNEY.

On each day the length of the programme was much the same :—

Tuesday

- "How We Advertise", Mr. H. F. JACKSON.
- "Public Relations", Mr. J. G. DAVIS.
- "You and the Passenger", Mr. W. R. SERVAES.
- "How a New Design of a Ship Develops", Mr. J. WEST.
- Film—"The Inner Man Steps Out", Captain J. C. STRATFORD.

Wednesday

- "The Passenger Department and Travel Agents", Mr. A. MORRIS.
- "We Consider a Problem", Captain J. C. STRATFORD.
- "The Cargo Aspect and Visit to the Baltic", Mr. K. REYNOLDS.
- "Insurance at Lloyds", Mr. F. MARTIN.
- "We Visit Lloyds", Mr. F. MARTIN.

Thursday

- "Embarkation and Disembarkation in U.K.", Captain P. SERGEANT.
- "Ships' Maintenance, Home and Overseas", Captain R. E. COWELL.
- "Baggage at Home and Overseas", Mr. A. DIGBY.
- "Problems of Victualling", Mr. R. L. HEWSON.
- "The Engine Room and its Maintenance", Mr. G. S. MOLE.

Friday

- Communications—"The Importance of Keeping Staff Informed", Captain J. C. STRATFORD.
- "Cadet Training and Recruitment", Captain H. M. T. ASKIN.
- "The Functions of the Sea Staff Services", Captain H. M. T. ASKIN and Mr. H. S. CONNOLLY.
- Discussion and Summing Up: Captain J. C. STRATFORD.
- "The Head Office Set-Up", Mr. P. E. PARRY.

From this programme you will gain some idea of the variety and scope of the subjects covered during the week, all talks being given by experts in their own spheres. After each there was an opportunity for questions to be asked. More often than not "Time" had to be called as we were over-running, and the coffee or tea was becoming cold.

I understand that the programmes for subsequent courses are constantly being revised and include "Your Pay" by Mr. L. S. YOUNG, "Cargo Forum", "The Leading Hand and His Problems".

On Wednesday we had a fine mid-week break—after Mr. REYNOLDS' talk we went across to the "Baltic". We were met by Mr. K. C. CRAVEN, the Chartering Manager of Messrs. Escombe, McGrath & Co., shown the Exchange, given a chat about the working of the famous institution, and then retired to one of the small Arbitration Rooms for drinks.

The same afternoon, when Mr. F. MARTIN, the Insurance Manager of Anderson Green's and a broker at Lloyds, had given us a chat on Insurance, we went across the road to visit the "Room" at Lloyds and to witness it in operation, thence to see the Nelson Room, Lloyds Board Room, and finally to the magnificent Dining Room, where we were entertained to tea.

On Friday afternoon, after Mr. PARRY's talk on London Office, we went for a tour of "122", visiting, among other places, the Pump Room, which supplies the Office with its own private water supply, and the P & O Museum. Did you know that on the

site the Office now occupies there used to be five hostelries, including the famous "Ship and Turtle", and now only one survives? Our tour finished at the Small Boardroom, where we were joined by members of the Management and others, whom we met during the Course, for drinks before we went our several ways.

All in all a thoroughly (and enjoyable) worthwhile week and I appreciated it as an unrivalled chance to learn more about the Company and the Group and to meet the Management and members of Head Office.



Mr. Malcolm Millar, chairman of the "Pandor" Club, arrives with Mrs. Millar.

The "Pandor" Club Inaugural Dance

Thursday, 20th October, was a miserable and rainy night. But that was out of doors in Mincing Lane where the rain was falling with even greater intensity than has become usual in the dark city. Inside Dunster House the atmosphere was quite different. The "Pandor" Club was holding there its inaugural dance. No fewer than 480 tickets had been sold and when the band began playing at 7.00 o'clock the M.C.—resplendent in hunting pink or something that looked remarkably similar—vociferously ensured a brisk start. Indeed he sustained his energy and kept the floor crowded from the beginning until the end, which itself came half an hour later than originally intended . . . with congas and gallops resounding until after 11.00 o'clock.

It was good to see so many from all departments mingling so happily. The Dock Staff, the City, the West End, were all there in full force and as a result many of us can now put a face to what had hitherto been no more than a "voice" on the telephone, or perhaps merely a high and remote figure "somewhere in 122".

To the writer there was only one disappointment in the dancing programme. What had started as an Eightsome Reel finished as no more than a "Three-

Eightsome" when the band brought it to a close, having, no doubt, given in at the sight of every set on the floor in a different state of unco-ordinated confusion.

But all voted the event a great success and many have been the expressions of hope for more to come. We can only hope that the many other varied activities, notably the sporting ones, of the "Pandor" Club will receive equally enthusiastic participation and support.



On the Dance Floor.



SAN FRANCISCO

Our new office has been opened in San Francisco and a window display at Sulka & Co., an adjoining store, gives it a good send-off.

“News from the Agencies”

NEW YORK—The P&O—Orient Lines Stand at the British Exhibition in New York in June this year. The electronic models of “Canberra” and “Oriana” were there.





On 21st April, 1946, the "Empire Fowey" commenced her new role as His Majesty's Transport.

FAREWELL "EMPIRE FOWEY"

By C. B. THOMPSON (Chief Officer)

The recent news that the *Empire Fowey* has left the fleet and has been sold to Pakistani owners will leave many of us with a feeling of losing an old and trusted friend. She had been with us for nearly fifteen years and during that time she had won the deep affection of many who had served in her and travelled in her alike, and indeed her reputation as a happy ship had become almost legendary throughout the fleet.

In the first few years of her service under the P & O House Flag she had her share of troubles but when she emerged from her long refit in 1950 as Britain's "luxury" troopship she soon earned a fine reputation. She quickly won the affection of her Ship's Company, and both Officers and Ratings were wont to serve in her for long periods; in one or two cases for almost her entire P & O service, and after a little while it became an accepted fact that "Once an Officer was sent to Southampton to join the *Fowey*" it would be many months before he would again be seen in the London Docks.

THE *Empire Fowey* began her career as the liner *Potsdam* when she left the yard of Blohm & Voss at Hamburg in 1935 to enter service on the Far Eastern run of the Norddeutscher Lloyd. Together with the *Scharnhorst* and *Gneisenau* she was expressly designed to compete with the P & O ships on the run and, with her service speed of 20 knots, combined with an exceptionally high standard of comfort, she provided formidable competition indeed. It is perhaps ironical that she should later have come under the management of the P & O and have spent so many of her recent years trooping on a run so familiar to her and where she was so well known in pre-war days.

She was a ship of 17,527 tons with accommodation for 227 First Class and 116 Tourist Class passengers,

and this included an unusually large proportion of de-luxe cabins.

She had several interesting features in her accommodation which were not to be found on British ships running to the Far East, and were indeed most unusual then, as now, in any ships of her size.

Her First Class Lounge was a magnificent room on the forward end of the Promenade Deck with a glass dome over a small circular dance floor in the centre, whilst on a dais forward of it stood a grand piano. The whole room must have been most impressive and was typical of the standard which the Norddeutscher Lloyd intended to set by the entry of these three fast new ships on the run.

The First Class Dining Saloon was unusual in that

it too was situated on the Promenade Deck, instead of the more conventional position just above the waterline. It was an attractive room, being light and airy with French windows opening onto the deck, and during meals passengers were entertained by the ship's musicians who played in the Minstrel's Gallery overlooking the room.

Her most revolutionary feature however was undoubtedly her very high pressure boilers which were to cause her endless trouble in the years to come. These were of an experimental design, having a steam pressure of 1,150 lb. per sq. inch, and provided the power for her turbo-electric machinery, which developed 26,000 s.h.p. and gave the ship a service speed of 20 knots.

The *Potsdam* sailed from Hamburg on her maiden voyage on 3rd July, 1935, and averaged over 18½ knots on the passage to Kobe, Japan, but even at this early stage of her career she was dogged with engine trouble and spent five days in Port Said while repairs were carried out to her condensers.

However, despite her troubles, on her third voyage she set up a new record. Leaving Bremerhaven on the 25th March, 1936, she completed the round voyage, Bremerhaven-Kobe-Hamburg, a distance of over 25,000 miles and calling at 25 ports en route, in 66 days at an average speed of 20.21 knots. This was formidable competition indeed for the P & O, whose ships were only averaging about 16 knots.

From 1935 until the outbreak of war the *Potsdam* was running regularly to the Far East although it has often been said that she was used by Hitler for his "Strength through Joy" cruises. In this connection it has also been said that a portrait of Hitler adorned the after bulkhead of the Main Foyer over the staircase, but both of these beliefs appear to be erroneous and her original owners emphatically deny them. Apparently there was never any idea of using her for such cruises and the painting over the forward staircase was of the Garrison Church of Potsdam, wherein lies the tomb of Frederick the Great, whilst over the after staircase hung a painting of the ballerina Barberina Campanini, a close friend of this Prussian King.

About two weeks before the outbreak of war the *Potsdam* again sailed for the Far East but whilst off the Spanish Coast she was recalled to Germany and made her way home round the North of Scotland, in anticipation of the British blockade, arriving in the River Weser on the 29th August, 1939. Thereafter she had a varied career, being used at first to repatriate the German population from the Baltic Countries, followed by a period in Hamburg as an accommodation vessel for the German Navy. Early in 1942 she served as a troopship between Hamburg, Stettin and Oslo and later between Finland and Germany, but the German Navy, conscious of its lack of Aircraft Carriers, then considered converting



The "Empire Fowey" began her career as the "Potsdam" in 1935.

her. However, the idea was dropped and the *Potsdam* was left in a state of readiness in the Port of Gdynia, being used in August, 1944, as a transport for refugees from the eastern territories in the Baltic to Germany.

On 13th May, 1945, British troops occupied Flensburg, the Baltic port in Schleswig-Holstein on the German/Danish frontier and found the *Potsdam* lying in the fjord with about a hundred and sixty other German vessels. Flensburg had been an important naval base during the war and it was here, after Hitler's death on the Allied entry into Berlin, that Admiral Doenitz set up his Administration with which he intended to carry on the Government of Germany.

During the war Britain had lost 10,870,000 tons of shipping and it was therefore natural that the greatest proportion of the German Merchant Fleet which survived should be allotted to her as reparations. In August, 1945, the *Potsdam* was officially assigned to the British Government by the Prize Court but in the meanwhile steps were taken to bring her away from Germany.

The Baltic was known to be heavily mined and any attempt to enter the North Sea via the Skaggeak would have been unwise. It was therefore necessary to wait until the Kiel Canal was again clear for shipping, after the damage it had sustained, and in mid-June the *Potsdam* sailed for Kiel, without national colours, but under the command of her German captain with a German crew.

The British authorities were determined to take no chances that the German ships might attempt to block the Canal and it was therefore necessary to take steps to prevent this. On arrival at Kiel on 19th June the *Potsdam* was boarded by a naval detach-



She finally left Southampton on 28th May, 1960, to join the Moslem Pilgrim trade as the "Safina-E-Hujaj".

ment under the command of a Lieutenant Commander and passed through the canal the following day. On arrival at Brunsbüttel she anchored in the roads and was again left in charge of her German crew.

Before departure from Brunsbüttel she was boarded by a Major and about thirty "Desert Rats" returning home on leave and on 10th July, 1945, sailed for the United Kingdom in convoy with seven German cargo ships, under a Naval Escort. She arrived in Methil, Scotland, on 13th July and the following day was taken over by the P & O on behalf of the Ministry of War Transport.

Under the command of Captain E. Lee with P & O officers and a white crew, but with her German crew and a military armed guard still on board, she sailed for Belfast, via the Pentland Firth, later in the month and commenced her conversion to a troopship in Harland & Wolff's yard.

After nearly nine months refitting she sailed for Southampton on 21st April, 1946, to commence her new role as His Majesty's Transport *Empire Fowey*, but almost immediately it became clear that her high pressure boilers were going to give endless trouble, as indeed they had done in pre-war days when they had proved to be unreliable.

Further engine trouble necessitated periods at Tilbury and Falmouth and it was not until August, 1946, that she sailed on her first real post-war voyage. She went out empty to Port Said and returned with a full complement of troops but not without further mishaps. Due to faulty insulation the heat from the boilers had been so intense that the deck under the Engineers' cabins had buckled.

More visits to Falmouth and Tilbury followed and finally with two tugs in attendance she sailed for Inverkeithing to lay up, pending a decision concerning her future.

A decision was finally made to re-engine and re-boiler her and the contract was awarded to

Alexander, Stephen & Co., Glasgow, whereupon she was towed round the North of Scotland by two tugs in March, 1947. An idea at one time had been to send the ship to Genoa for refitting but this occasioned such violent political repercussions that it was decided to give the work to a British yard.

Almost a year elapsed before any real work was done on the ship owing to prolonged discussions and it was not until March, 1950, that she eventually returned to service, sailing from Southampton on a short "shakedown" voyage to Port Said on 15th April, 1950, under the command of Captain D. G. H. O. Baillie.

The modifications to the ship increased her gross tonnage to 19,152 tons and she could now accommodate 155 First- 107 Second- and 92 Third-Class passengers, 102 sergeants, 1,206 other ranks and a crew of 355. (Her exact tonnage and numbers of passengers, troops and crew have varied slightly from time to time since this date.)

Her new boilers operated at the much lower steam pressure of 500 lb. per sq. inch and provided power for her new geared turbine machinery which developed 18,000 s.h.p. This gave the ship a service speed of 18 knots, although on trials she exceeded 20 knots.

In the ten years since she resumed regular trooping the *Empire Fowey* completed 44 round voyages, sometimes to Japan and Korea, sometimes turning round at Hong Kong or Singapore and occasionally only going as far as Port Said or Cyprus. During this time she steamed over three-quarters of a million miles and carried well over 130,000 British servicemen and their families.

Early in her resumed service she made a useful contribution to the United Nations cause when she carried many famous regiments to Korea, and throughout the emergencies in Malaya and Kenya she played an important part. In the Middle East, too, she gave valuable service and particularly during

the landings at Port Said in November, 1956, when she carried over a thousand troops above her normal complement.

There have been many highlights in her career and one of her proudest moments must have been her magnificent welcome at Southampton in December, 1951, when she returned from Korea with the "Glorious Gloucesters" after their heroic stand at the Imjin River when so many of their number were wiped out.

In recent years the Suez Canal has played a large part in her life. The day on which the British Army left Egypt after seventy-four years in residence, saw the *Empire Fowey* southbound through the Canal and homeward bound. The same voyage in August, 1956, she was at Aden when she received orders to proceed home via the Cape. This was more than three months before the Canal was finally blocked by the Egyptians but it was felt that with the rising tension in Egypt it would be unwise to send troopships through the Canal. Thus the *Empire Fowey* set the pattern for British shipping in the months that were to follow.

Within a few days of the landings in Egypt in November, 1956, the *Empire Fowey* was again to be seen lying in Port Said harbour but this time not on a peaceful mission, for she had disembarked two Infantry Battalions and embarked the Royal Marine Commandos for passage back to Malta after their assault on the beaches.

For some months after the Canal was again open to shipping the Government continued to route the troopers via the Cape and when it was finally decided to chance the reaction of the Egyptians the *Empire Fowey* again became the "guinea pig" and happily made an uneventful passage southbound through the Canal.

During her trooping career she has carried many famous regiments of the British Army but her closest association has certainly been with the Corps of Royal Engineers. The *Empire Fowey* became their adopted ship, first in Singapore and then later in Hong Kong, and a very happy association existed between the "Sappers" and the Ship's company.

"Happy" is indeed a word which will always be associated with the *Empire Fowey* by those who have served and travelled in her, for she was an unusually happy ship during most of her P & O service. She was perhaps fortunate in that she had many fine Commanders, two of whom subsequently became Commodores of the P & O, but undoubtedly the name of Captain W. T. C. Lethbridge will best be remembered in connection with her.

From the day that she was built, when her high pressure boilers caused such a stir, the *Empire Fowey* has been a controversial ship. Not least amongst the subjects which have been argued in post-war years has been the pronunciation of her name and there

appears to be a considerable difference of opinion as to the correct pronunciation of *Fowey*. It is therefore interesting to note that the Town Clerk of Fowey, in Cornwall, considers that it should be pronounced as in "Boy" and the Oxford Dictionary of English Place Names gives it as "Foi". It suggests that this is derived from the old Cornish equivalent of the old Breton "Fau" or "Fou", meaning "Beeches". On mediaeval maps and documents both the town and the river are spelt "Foye".

During the past few years there has been a steady reduction in the number of troopships required by the Government and in March this year "the axe fell" on the *Empire Fowey*. She left Southampton for the last time under the Blue Ensign of the Sea Transport Service on 8th March, 1960, and the following day she secured to a buoy in Portland Harbour to await a buyer.

In due course a buyer was found and on the 23rd May she was handed over to her new owners, the Pan Islamic Steamship Company of Karachi, and the same day returned to Southampton to prepare for her next voyage. Here her familiar yellow funnel was repainted in her new Company's colours, with the Star and Crescent of Islam predominant, and due to the complexity of its design it cost almost £400 to paint. The blue riband around the hull and lifeboats has disappeared and her yellow masts are now light blue. Her name too has been changed to *Safina-E-Hujaj* which, freely translated, means "Pilgrim Ship".

She finally left Southampton on 28th May and commenced her new role on charter to the Pakistan Government in the Moslem Pilgrim trade between Jeddah and Karachi, carrying just over two thousand pilgrims at a time. In her new employment she has joined her old associate the *Empire Orwell*, now owned by the Blue Funnel Line and renamed *Gunung Djati* and is shortly to be joined by another ex-troopship the *Dilwara*, which has been purchased by the China Navigation Company and is to be renamed *Kuala Lumpur*.

At present she is laid up in Karachi and will remain there until the start of the next pilgrim season in April unless she can be put to some other use in the meanwhile.

Farewell *Empire Fowey*, we are proud to have served with you.

Author's Note.—The task of obtaining the necessary information about her history until she was taken over by the P & O has not been easy and my particular thanks are due to Captain Lohmütz, Marine Superintendent of the Norddeutscher Lloyd, and to Captain Schill who commanded the "Potsdam" at the time of her capture. The period from May, 1945 until July, 1945 has been particularly difficult to cover adequately and my thanks are also due to many people, both private and official, who readily gave me assistance.

SECOND CLASS MOTOR CERTIFICATE
Third Engineers C. J. TAYLOR, J. T. B. CHARD.



We would like to congratulate Captains J. F. WACHER, G. J. SAVAGE and C. B. COOKE on their promotion to the rank of Captain, and Messrs. T. ALWAY and J. O. HOWELL on their promotion to the rank of Chief Engineer.

Personal News

APPOINTMENTS

Congratulations to the following Navigating and Engineer Officers who have obtained Ministry of Transport Certificates since our last issue :—

MASTER'S CERTIFICATE

Chief Officer H. F. L. HOSSELL.
Second Officers N. E. BUSHBY, J. A. G. JONES.



FIRST MATE'S CERTIFICATE

Second Officers D. G. BANKS, R. M. HURST, J. W. PASTON.



Third Officers I. McL. NICOLL, R. PHILLIPS, N. HARKER
C. A. McDOWALL, A. NORWOOD PERKINS, M. G. BINGHAM.



The Company's Cadets M. R. HICKS, C. J. UPJOHN, J. LE GROS, D. N. L. BAYLIS, R. N. PARSONS, W. W. NEWSON and P. T. SENIOR have obtained their Second Mate's Certificate and joined as Fourth Officers.



FIRST CLASS STEAM CERTIFICATE

Second Engineers D. T. HUME, J. CAMERON.



FIRST CLASS MOTOR CERTIFICATE

Second Engineer D. MCGLASHAN.



SECOND CLASS STEAM CERTIFICATE

Third Engineers I. G. WHATLEY, J. CARLEY, R. G. WOODGATE, R. I. SMITH, D. ANDREWS.



*The Wedding of Mr. R. L. H. Whitehead
and Miss B. D. Masters.*



MARRIAGES

Our Best Wishes to—

Miss B. D. MASTERS, Accounts Department, on her marriage to Mr. R. L. H. WHITEHEAD on 30th July at St. Nicholas, Chislehurst.

Mr. J. C. SIMPSON, Deputy Purser, ex *Strathaird*, on his marriage to Miss Jeanne SMART at The City Temple, High Holborn, on Saturday, 17th September.

Miss J. A. ROLT, Sea Staff Service, on her marriage to Mr. D. W. V. WHITE on 8th October at All Saints, Witley, Surrey.

Mr. F. W. SIMMONDS, Chief Officer, ex *Coromandel*, on his marriage to Miss Margaret OLIVER on 25th June at Holy Trinity Church, Chesterfield.



*The Wedding of Mr. F. W. Simmonds
and Miss M. Oliver.*

Mr. N. A. HARDY, Accounts Department, West End, on his marriage to Miss M. D. CASK, on 30th April at St. Peter's Church, Chalfont, Bucks.

Mr. W. A. MACKAY, a Senior Second Engineer, of Dorking, Surrey, to SISTER N. BABINGTON, of Newdigate, Surrey, on 20th August, 1960.



ENGAGEMENTS

We Congratulate—

Mr. G. E. SMITH, Electronics Department, on his engagement to Miss Ines PAIN, of Clacton.

Miss C. K. BRAINE, Cashier's Department, on her engagement to Mr. E. F. BLAKE, student at London University.

Mr. C. J. STEVENSON, Fourth Officer *Khyber*, on his engagement to Miss M. L. GRANT, of Pymble, Australia.

Miss J. LEWIS, Visitors' Liaison Office, on her engagement to Mr. J. SCOTT-DRUMMOND on 7th October, 1960.

Miss A. HATTERSLEY, Cruising Department, West End, on her engagement to Mr. K. GREEN of Chessington, Surrey.



BIRTHS

Our Congratulations to—

Mr. K. A. MOORE, Conference Department, and Mrs. MOORE, on the birth of a son, John Kenneth, on 24th August.

Mr. C. St. John JARVIS, Freight Department, Tilbury, and Mrs. JARVIS, on the birth of a son, Jonathan James.

Mr. J. W. CLARK, Accounts Department, and Mrs. CLARK on the birth of a son, Richard Stephen, on 24th June.

Mr. E. A. B. SMITH, Accounts Department, and Mrs. SMITH, on the birth of a daughter, Rosemary, on 3rd September.

Mr. D. SCOTT MASSON, Chief Officer *Strathnaver* and Mrs. MASSON, on the birth of a son and daughter on 26th September.

Mr. B. A. EYLES, Accounts Department, and Mrs. EYLES, on the birth of a son, Stephen Alan, on 28th July.

Mr. L. J. A. COLLINS, Chief Accountant's Department, and Mrs. COLLINS, on the birth of a daughter, Fiona Catherine Agnes, on 8th July.



29th August, to Jean, wife of L. ASKEY (Second Ref. Engineer) a son. *Orion*.

10th July, to Lavinia, wife of J. H. COUSINS (B.R.S.) a daughter. *Orion*.

9th August, to Maureen, wife of G. HALES (E.D.H.) a son. *Oronsay*.

16th September, to Jane, wife of R. JACKSON (Waiter), a daughter. *Orion*.

5th September, to Lily, wife of G. JACKSON (Oiler), a daughter. *Orontes*.

7th July, to Theresa, wife of R. JEDRZECAK (Larder Cook), a son. *Orsova*.

7th July, to Isabell, wife of J. KASABI (Chief Steward's Acct.), a son. *Orcaedes*.

20th August, to Anne, wife of J. LANE (B.R.S.), a son. *Orion*.

16th September, to Jean, wife of A. PIZZHEY (Linen Steward), a son. *Orontes*.

6th August, to Gwennyth, wife of J. PORTELLI (Oiler), a son. *Orontes*.

17th July, to Jeannie, wife of J. WILLIAMSON (A.B.), a daughter. *Garonne*.

7th October, to Barbara, wife of J. NICHOLSON (Q.M.), a daughter. *Orsova*.

7th October, to Ellen, wife of D. STITT (Acting Second Steward), a daughter. *Orsova*.



Here is a picture of Mr. and Mrs. Easton, whose wedding was reported in our last issue. He is a Radio Officer and his wife, née Ascoli, was formerly Children's Hostess and Social Hostess.



RETIREMENTS

We Wish Many Years of Happy Retirement to—

SEA STAFF

Captain R. E. S. TUCKER (1923–60) retired on 30th September, 1960. He joined the P & O in 1923 as Fourth Officer of *Dongola*, and became Chief Officer of the *Ile De France* in 1943–44. He went to *Strathaird* as Staff Captain in March, 1950, and took over command of *Soudan* in 1951. He went to *Ballarat* in 1954 and had commanded her since.

Captain G. K. FOX (1922–60) was a P & O Cadet and joined in 1922 as Fourth Officer of *Delta*. He subsequently became Chief Officer of *Strathnaver* in 1942, Staff Captain in August, 1948. His first command was *Empire Rajah* in April, 1949, and then, in turn, *Sunda*, *Corfu*, *Canton* and, finally, *Chusan* in March, 1960.

W. N. FREEMAN, Chief Radio Officer, on 23rd August, 1960. He came to P & O in April, 1954, and his last appointment was Chief Radio Officer *Iberia*.

D. R. H. ANDREW, First Refrigerating Engineer, 1916–60. His first ship was *Nagoya* and in later years he had been taking over on coastal voyages, his last being in *Salmara*.

J. W. A. WOODBINE, Chief Steward, 1920–60. He was Chief Steward of *Coromandel*.

C. P. C. WALLIS, Boatswain, 1921–60. Was awarded B.E.M. as Boatswain of the *Strathnaver*.

G. E. WRIGHT, Winchman, 1949–60. His last ship was *Strathnaver*.

W. C. TRINKWON, Winchman, 1944–60. Last ship *Chusan*.

T. W. SENTON, Boatswain. He was awarded the B.E.M. as Boatswain of *Ranchi*.



Mr. Hedley Prole at a recent luncheon.

SHORE STAFF

Mr. L. Hedley Prole

Mr. L. HEDLEY PROLE, Import Freight Manager retired on 23rd August, 1960, having been with the Company for nearly 48 years. He joined the Freight Department in 1912 and served with the Artillery in France during the first world war. In the last war he joined the R.N.V.R. and was posted to the Sea Transport Division of the Ministry of War Transport. He had been Import Freight Manager since January, 1951.

He is seen here on board the *Corfu* speaking on the occasion of a luncheon given to the Australian Young Farmers.

B. E. RUSSELL, Sub-head, Pay Dept. (1920—30.9.60).

A. BLAIR, Accounts Dept. West End (1927—30.9.60).

S. H. K. GELLER, Freight Dept. (1913—30.9.60).

W. T. LONG, Purser's Dept. (1912—30.9.60).

J. J. G. LLOYD, Freight Dept. K.G.V Dock (1920—31.7.60).

G. WILTON, Tilbury Dock (1914—30.9.60).

J. T. ALDERTON, Export Freight Dept. (1913—31.7.60).

A. G. CONNOWAY, Freight Dept. Tilbury (1937—30.9.60).

PRESENTATION

When Mr. S. H. K. GELLER and Mr. G. WILTON retired, at a small function in the Board Room, each was presented by the Management with a gold wrist watch, suitably inscribed. Mr. C. S. GUERNSEY, in the unavoidable absence of Mr. Andrew CRICHTON, made the presentation with comments on their past services which had been greatly valued.



CERTIFICATE OF MERIT

We were very pleased to see the reference in the "Chart and the Compass" to the Certificate of Merit won by ALAN LAURIE HENSTRIDGE, from the Prince of Wales Sea Training School. Henstridge, who at the time of writing was serving in *Orcades*, received the award at the 142nd Anniversary Meeting of the British Sailors' Society, presided over by the Lord Mayor of London, Sir Edwin Stockdale. The award was presented to him by the Countess of Airlie, and we take this opportunity of heartily congratulating him.



RETIRED STAFF NEWS

We were pleased to receive letters of acknowledgment of the new "About Ourselves" from Captain G. G. THORNE, who never misses writing, T. BLELLOCK, S. A. HOUGHTON, L. E. WHITE and W. F. BAZIN. The last three, recently retired, say how much they are enjoying their new-found leisure and how much they look forward to reading the Magazine.



Congratulations and best wishes to those whose birthdays occurred during—

AUGUST	Captain C. K. BLAKE, 2nd; Miss I. DUNDON, 9th; J. K. WHITE, 20th; A. J. HAMPTON, 23rd; H. C. OXLEY, 24th.
SEPTEMBER	M. L. GARDNER, 10th; S. H. FOSS (84), 11th; Miss K. E. SELBY and O. P. BEEMAN, 13th; A. W. JOHNSON, 21st; A. J. BUCK, 27th.
OCTOBER	W. F. BAZIN, 1st; Captain N. A. WHINFIELD, 9th; Brigadier R. H. NORMAN, D.S.O., M.C., 10th; Miss S. G. JONES, 14th; J. S. EDWARDS, 22nd; H. V. WIMPENNY, 23rd; Chief Engineer J. FRASER, 28th.



We were all grieved and shocked to hear of the death on 13th August of our old friend "BILL" FALCON, so soon after his retirement in March. We offer our deep sympathy to his wife and family.



Older Orient members of the staff will be interested to know that G. E. "JACK" FROST, of the Bills of Lading

Department, recently called, during his holiday in Devon, on Mr. MAURICE BATEMAN, former Manager of that department. He was glad to report that M. W. B., now over 80, is looking as well and as young as ever. He did not enquire if Mr. Bateman still pursued his cycling hobby, but soon had evidence of his continued interest in his great love—his gramophone and his wonderful collection of classical records. Your correspondent recalls organizing a concert of recordings early in the war and inviting Mr. Bateman, who promptly offered to supply the records. On being told that the Mendelssohn Violin Concerto and the Beethoven Fifth Symphony were to be included, he asked if the preference were for Kreisler, Heifetz or Menuhin for the Concerto and for the N.B.C. Symphony, B.B.C. Symphony, the Berlin State Opera or other orchestras for the "Fifth", giving at the same time what he considered the merits and demerits of each rendering.



Where Are They Now?

R. C. BUCKNER

Wrote to us recently from his home in Cheshire. He was serving in *Empire Orwell* as a Barber when he retired in 1955 after 35 years' service with the Company.

C. STUCHFIELD

We heard the other day that he has been discharged from Preston Hall Hospital, Maidstone, and we wish him well in his life ashore.

A. J. GORDON

Since the last "About Ourselves" Crew Pantryman Gordon has left Greenwich Hospital and has been advised that, in view of his health, it would be to his advantage to leave the sea. He had been with us ten years and we hope that he will be successful in all that he does ashore.

ASSISTANT STEWARD DOWDLES, ex *Orion*

From *Orion* in July, Dowdles was admitted as a patient to Greenwich Hospital. At the time of writing we are pleased to learn that he is convalescing at Cudham, Kent.

MISS F. M. WALKER, *Laundress*,

who was last in the *Orontes*, has been on the sick list but is hoping to be fit in time to join *Oriana*.

MISS S. McCARTHY, *Laundress*,

although still on the sick list also expects to be fit in time to join *Oriana*.

B.R.S. M. SEMPLE, ex *Orion*

After spending two months in Greenwich Hospital, where he became well known, Semple has now been discharged and is convalescing.

J. MACANDREW

MacAndrew was landed sick from *Orion* at Melbourne in September. The latest news of him, received at the beginning of October, was that he was to undergo a further small operation. Apart from this his condition had continued to improve.

W. DUNCAN

Duncan, who was landed from *Oronsay* into hospital at Aden, has now been discharged and is awaiting repatriation.

E. WADSWORTH, Quartermaster

Wadsworth, who had been landed sick at Colombo from the *Orontes*, made a good recovery, so much so that he was able to return home as Quartermaster in the *Strathnaver*.



OBITUARY

We regret to record the death of—

Captain E. J. KERRIDGE, who was in command of the *Bendigo* on an Australian voyage, then in Melbourne.

His funeral was held in Melbourne on Monday, 8th August and was attended by Captain COOKE, the Officers and Goanese ratings of his ship, as well as by Captain WOOD-ROE and two Officers of the *Patonga*. Directors and staff from the Melbourne office and from the United Stevedoring Company, Surveyors and repair firms were also present.

Captain Kerridge joined the P & O Branch Service in 1920 and then came to the P & O Mail service in 1925. He became Chief Officer of *Maloja* in 1944 and Acting Captain of *Karmala* in 1951. He was 57 at the time of his death.



W. F. LEE, Chief Engineer (1910.48), died on 2nd September, 1960. His first ship in 1910 was *Mooltan* and in 1941 he became Chief Engineer of *Comorin* and was aboard her when she caught fire and was lost.

G. E. KING, Cash and Baggage, Docks (Aug. 1904–31.12.53) on 3rd July, 1960.

A. J. PALMER, Purser's Department (Aug. 1911–14.1.59) on 28th August, 1960.

C. P. FEENEY, Engineers, Docks (8.12.25–17.7.60) on 19th August, 1960.

G. S. ALLEN, Clerk, Docks (1.6.20–31.5.52) on 9th September, 1960.



We hear of the death of PERCY SELWYN in Tangier, Morocco, at the age of 81.

Superintendent Purser J. G. DAVIDSON writes: "Mr. Selwyn died in Tangier, Morocco, on 11th October. He and Mrs. Selwyn, who survives him, lived there since his retirement from P & O service in April, 1940.

He was born in April, 1879, joining the Company's sea service in March, 1897. He became Purser Third Class July, 1908, Purser Second Class 1910, Purser First Class January, 1913. His last ship as Purser was *Kaisar-i-Hind* in 1923, in which year he was appointed Inspecting Purser.

With his headquarters and home in Marseilles, he travelled regularly in the mail vessels between Marseilles and Port Said. It was always a pleasure to a Purser to have

him on board, for although in his capacity as an Inspecting Purser he demanded a very high standard and would not accept less, he was very ready to give his wise advice and support at all times. He was, in addition, a man for whom everyone, Company's staff of all departments and regular travellers alike, felt an instinctive liking and respect. He had a host of friends in all walks of life. He was truly a P & O character and one of the best of them.

It is a point of interest that during the First World War he served in the *Macedonia* (1912–1917). This ship was part of the British Naval Forces in the Falkland Islands at the time of the famous battle of that name, when the German Squadron which had inflicted such a heavy blow on the Royal Navy at Coronel, was finally destroyed.

His widow, known as "Twinkles" to all his and her friends, remains in Tangier for the present.



On going to press we heard with regret the news of the death of Deckman ROBERT EASTON on 29th September, 1960. He had only been with us a short time when he contracted tuberculosis.

Our sympathy goes to his family and to his brother now serving in *Oronsay*.



A REMINDER

"About Ourselves"

Copies for next of kin

It has been our practice for the past two or three years to send a copy of this Staff Journal to the next of kin of officers and leading hands. This results in practical difficulties in distribution especially with frequent changes of address and it has been decided, therefore, commencing with the autumn issue, that it will be more appropriate to send copies only when requested.

If, therefore, officers and leading hands who would like this practice continued would advise us, giving the addresses, we shall be happy to send "About Ourselves" to their next of kin.



We Hear That

Ships in Bottles. We are used to seeing models of sailing ships in bottles and to wondering how they got there. We have recently been shown a model of the "Iberia" in an outside bottle, as our illustration shows.

This model is $8\frac{1}{2}$ " long in a bottle over 2 ft. in length and is the work of Mr. Campbell A. Pinhey of Thorpe Bay, Essex.



"Oriana"

At the time of writing *Oriana* has just been completed and has left Barrow-in-Furness for Falmouth where she is in dry dock prior to trials.

The run over the measured mile was due to take place on Monday, 14th November, and *Oriana* was due in Southampton on 15th November. Thereafter there will be a series of official parties for passenger agents, shippers and distinguished guests. Notable among these will be the official opening on 29th November by Viscount Slim of the new Ocean Terminal at Berth 105/6, especially constructed by the British Transport Commission for use by *Oriana* and *Canberra*. At a lunch for Management guests on 30th November, there will afterwards be a Dress Show put on by Oriana Fabrics.

A novel "shake-down" cruise with some 800 or so delegates and wives of the 1960 ABTA Convention is due to sail on 22nd November to Lisbon, arriving back on the 27th.

Then on the 3rd December *Oriana* commences her maiden voyage which will last for over three-and-a-half months including a cruise in Australia. She will have a heavy programme of entertainment at all the ports on the voyage but that is inevitable when one considers the interest she will arouse. Sir Colin Anderson is sailing in the ship and will act as principal host at many of the functions.



"The Watch Ashore"

A Branch of the above Organisation consisting of the wives and mothers of the Officers of the Merchant Navy, has been formed in the Manchester Area. If

any families of P & O-Orient Officers, living in this locality, would like to get in touch, they should write to Mrs. D. M. Jackson, Hon. Joint Secretary, 19 Gambrel Grove, Smallshaw, Ashton-under-Lyne, Lancs.



Restaurants

It has been decided to rename the existing "dining rooms" in all post-war ships to "restaurants". This has already been effected in Orient ships.

The changes are being effected in the ships on the following dates.

CHUSAN	Completed on 1st October, 1960.
ARCADIA	When in Tilbury Dock, 29th September, 1960 to 18th October, 1960
HIMALAYA	When in Tilbury Dock, 27th October, 1960 to 12th November, 1960.
IBERIA	To be dealt with when she is having her major refit in January, 1961.



Former Orient Line Agents

The former Orient Line Agents—Stapledon at Port Said, and Whittalls at Colombo—have just ended a long and valued association with the Orient Line, and to mark the termination of their services a silver cigarette case has been sent to Mr. Craig in Port Said, suitably inscribed. Similarly another silver cigarette case has been sent to Mr. Langridge at Colombo.

The Captain of the *Oronsay* has acted as intermediary in each case and undertook the presentations on behalf of the Company.

Institute of Transport Examinations

These examinations are to be held on 8th, 9th & 10th May, 1961, in London as well as in a number of provincial centres.

Graduateship (Grad.Inst.T.)

PART I

1. Elements of Transport
2. Elements of Statistics
3. English

PART II

4. General Economics
5. Law of—Air Transport *or* Inland Transport *or* Sea Transport
6. Geography *or* Modern Economic History

Associate Membership (A.M.Inst.T.)

PART I

1. Law of—Air Transport *or* Inland Transport *or* Sea Transport
2. Transport Finance and Accounting

PART II

3. ONE of the following—
 - (a) Economics of Air Transport
 - (b) Economics of Inland Transport
 - (c) Economics of Port Administration
 - (d) Economics of Sea Transport
4. ONE of the following—
 - (a) Air Transport Operation
 - (b) Port & Inland Water Transport Operation
 - (c) Railway Transport Operation
 - (d) Road Transport Operation
 - (e) Sea Transport Operation

Entry forms will be available from January 1st and must be deposited by March 10th

Information about classes may be obtained from W. A. Williams at 122 Leadenhall Street.



From 1840

We have recently had occasion to chat over former times with two gentlemen whose grandfathers were with the Company when it started in 1840.

First Mr. H. M. Kendall, whose grandfather was our first Marine Superintendent in Southampton and who died at a tragically early age, leaving a wife and young family. He had been a lieutenant in the Navy and had taken part in one or two Polar Expeditions.

Subsequently we had a call from a Major R. S. Engledue, late of the Indian Army, who was anxious to look round the Museum in Leadenhall Street, explaining that he was a grandson of Captain Engledue, our first Agent in Calcutta.

They have thus spanned 120 years in three generations, and we hope that one day perhaps another member of their families may find his or her way into the Company's ranks.

One family the Parfitts, is still with us having been represented right from the beginnings of P & O.



Old Boys' Day 1960, "Himalaya"

Left on board *Himalaya* after Pensioner's Reunion Lunch, one Hepworth's Raincoat; will owner please apply to the Dock Superintendent's Office, Tilbury.



Savoy Reception

Six Australian young farmers who have been touring the United Kingdom for the past seven months at a farewell party in London on 18th August 1960. They are the 1960 winners of the P & O "Canberra Award".

Left to right: Mr. Adrian Scott, Queensland; Mr. W. Innes, New South Wales; Sir William Currie, former chairman of the P & O Steam Navigation Company; Miss Mary Busher, Western Australia; Miss Pat Wundersitz, South Australia; Sir Allen Brown, Deputy High Commissioner for Australia; Mr. Ian Adamson, Victoria; and Mr. Alan Gardner, Tasmania.

The P & O Scholarship has subsequently been awarded to Miss Mary Busher. It is worth £A1,000 to provide a course at a University, Agricultural or Technical College, or a cash grant of £A750.



Monowai (ex Razmak) has now been taken to the breakers' yard of the Far East Metal Industry and Shipping Company of Hong Kong. Built in 1925 by Harland & Wolff as the *Razmak*, this ship was intended for the Aden-Bombay ferry service. This was not continued for long and the ship, whose service speed was 20 knots, was taken over by the Union Steam Ship Company of New Zealand in 1931. She ran for a time on the Australian-San Francisco mail run.

On her war services she steamed many thousands

The P & O "Razmak" which later became the U.S.S.Co.'s "Monowai".

of miles on escort and patrol duties and took part in an action against a Japanese submarine. In 1943 *Monowai* was converted into an L.S.I. and took part in the initial landing on the Normandy beaches.

After April, 1945, she was engaged on trooping voyages to Russia and the Black Sea, to the Mediterranean and the Far East.

Then *Monowai* returned to the Australia-New Zealand service where she has since been extremely popular.

OIL CLIPPERS

In modern age we read of men,
Who worked and toiled upon the sea,
To bring home to their native land,
The luxuries of wool and tea.

'Twas not for sport these hardy men
Each their nerve and sinew gave,
But trade and for financial gain
Did race across the stormy wave.

A century of years have passed,
And now, with fickleness, most men
Remember race but not the cause,
And thus romance is born again.

So on again to present year,
The world still taken up with toil,
Will they remember us as them,
The tankers bringing home the oil?
Desire for speed and yet more speed,
The cleaving stem, the waters boil,
The race is there, the cause the same,
The tankers race home with the oil.
And in a hundred years or so,
After the tankers in eclipse,
Will we as clippers racing home
Adorn the history of ships?
Ariel, Taeping, Cutty Sark,
Famous names of age now done,
Will Mantua, Maloja, or Garonne
Spell out adventure to our sons?

By J.W.P.

SPORT

CRICKET

P & O and B.I. v. Ministry of Transport

As usual, the weather was kind for this annual fixture, played this year at Worcester Park on 2nd July, and a very pleasant day's cricket was witnessed by an appreciative gathering albeit somewhat smaller than in the past.

Winning the toss and taking first innings, the Combined XI, looking altogether a more solid and capable side than for many years, gave a very sound display of batting, enabling a declaration to be made at 209 for 4. Smedley, Jarvis and Ross, playing in their first match in this series, acquitted themselves well, and looked to be decided acquisitions.

Given 2 hours 35 minutes to get the runs, the Ministry at first looked full of fight but with four quick wickets falling to Mascarenhas the middle of the batting was swept aside and the innings was ruined beyond repair. Stubborn resistance came from the last pair, half an hour passing before they were separated, and victory arrived for the P & O and B.I. for the first time since 1955.

<i>P & O and B.I.</i>		
K. J. Smart,	<i>b. Overington</i>	53
N. D. Ross,	<i>b. Overington</i>	23
C. J. Jarvis,	<i>c. Lowman b. Knight</i>	29
D. F. Smedley	not out	46
J. R. Sharpe,	<i>b. Edwards</i>	24
A. L. Martin	not out	16
	Extras	18
		—
		for 4 dec. 209
		—

(A. M. Abhayaratne, R. F. Folley, R. Peters, J. Sparks and W. L. Mascarenhas did not bat)

<i>Bowling</i>				
	O.	M.	R.	W.
P. G. Overington ...	25	5	67	2
R. H. Knight ...	19	7	50	1
J. E. Edwards ...	9	1	30	1
J. H. Baxter ...	1	0	3	0
B. A. Payne ...	9	1	41	0

Ministry of Transport

P. T. Lawman	<i>c. Abhayaratne b. Peters</i>	18
J. R. Steele	run out	7
J. H. Baxter	<i>c. Smedley b. Smart</i>	6
B. A. Payne	<i>b. Peters</i>	5
L. Green	<i>b. Smart</i>	14
Sir James Dunnett	<i>c. Abhayaratne b. Mascarenhas</i>	15
R. H. Knight	<i>lbw. b. Smart</i>	10
A. E. Killington	<i>c. Ross b. Mascarenhas</i>	0
P. J. Scutt	<i>lbw. b. Mascarenhas</i>	0
J. E. Edwards	<i>c. Smart b. Mascarenhas</i>	0
P. G. Overington	not out	14
	Extras	7
		—
		96
		—

Bowling

	O.	M.	R.	W.
R. Peters ...	11	4	34	2
K. J. Smart ...	12	5	23	3
W. L. Mascarenhas ...	8	3	22	4
C. J. Jarvis ...	3	2	4	0
A. M. Abhayaratne ...	3	1	6	0

Cricket Tour of the Colleges

This year saw the first of what is hoped to be an annual tour event.

A team comprised of Officers and Cadets showed their paces against *H.M.S. Worcester*, The Nautical College, Pangbourne and Southampton University, in three days of ever stiffening cricket.

Commencing with the *Worcester* match at Ingress Abbey we won the toss, decided to bat, and made a most impressive score of 177 for 5 wickets.

Thanks to some very fine leg spin bowling by Cadet David Farrar, who took 5 for 45, we bowled out the home side for 117.

The match against Pangbourne produced one of the most thrilling finishes. With 8 wickets down we required 5 runs off the last over of the day. The match could still have been won by either side, and the quiet nervous tension was transformed to cheers as Cadet John Cooke smote the winning runs.

On arriving at Southampton it was obvious that the long hours of travelling and two days of unaccustomed activity were beginning to take their toll.

With this fact in view our opening batsmen were instructed to "stay there until lunchtime". However, the Southampton opening bowlers proved to be too good for our well-meant plans, and we had lost 5 wickets before the luncheon interval.

In the afternoon we did little to gain a strong position, but we at least made defeat honourable by taking 7 wickets before Southampton passed our score.

The dance given in our honour by the School of Navigation, at which the main attraction was undoubtedly the magnificent Buffet Supper, brought the end of an extremely happy and memorable three days.

Batting

	Inns.	N/O.	R.	Highest Score
J. W. Cooke ...	3	2	27	12
R. A. Peters ...	3	0	78	46
M. J. Borland ...	2	0	33	32
J. N. Booth ...	3	0	47	33
J. D. Clark ...	3	0	40	22
D. Farrar ...	2	0	24	18
A. J. Parker ...	3	1	21	14
M. Elliott ...	3	0	31	14

Bowling

	O.	M.	R.	W.
D. Farrar ...	32	5	97	13
R. A. Peters ...	29	7	85	8
M. Elliott ...	12	2	37	3
P. N. Fox ...	9	2	38	3
J. D. Clark ...	7	1	17	0

GOLF

The Autumn meeting of the London Shipowners' Golfing Society was held at the Chislehurst Golf Club on Wednesday, 28th September, nearly eighty members being present, eleven from our Company. The semi-finals of the Harmer Cup were played in the morning, the Group, as usual having a considerable interest with Orient playing N.Z.S. Co., and B.I. against Ellermans. Orient Line's first pair, Mr. A. J. Bott and F. M. Wilson were unable to hold New Zealand's regular openers, Mr. F. Harmer and R. A. Beattie, and were beaten by four holes. The second pair, D. Durnford Slater and H. S. Connolly had a much closer match and lost by a single hole.

In the other semi-final B.I. defeated Ellermans, and in the afternoon final, New Zealand were again successful, for the fourth year in succession, but only after a most exciting match, with the result in doubt in both foursomes until the last green. This is the nearest that Mr. Harmer has been to presenting to a team of which he is not a member, the tankards he generously gives each year.

Those not playing in the Harmer Cup battled for the Glen Cup in a morning singles bogey competition and for the Royal Mail Cup in stableford foursomes in the afternoon, and we are pleased to record that Mr. Bott and his partner had consolation for their morning defeat by winning the latter competition with a score of 33 points.

No other members of our Company were among the prize winners, but all had an enjoyable day in excellent weather, and our thanks go to the Hon. Secretaries and their fellow organizers, and to the Managers for giving us the time off to compete.

BOXING

Boxing on board also continues to be popular. One report in particular from the *Orcades* Chief Crew Messman seems to us to illustrate the spirit of these tournaments and we feel that we can do no better than reproduce this as it was received. We particularly liked the reference to the referee "copping" one in a novice bout.

By kind permission of Captain Birch, the third Boxing Tournament of the voyage was staged on the Well Deck Arena under ideal conditions, and before a very enthusiastic crowd who had been thrilled by the previous two shows. They certainly were not disappointed as this tournament turned out to be the finest seen on the ship for a long time. Both Bernie Bristow (Promoter) and Mick Fisher (Trainer and Referee) were heartily congratulated on the perfect matching of the contestants.

Credit must go to all the contestants, who gave up a lot of their off-duty hours training, and certainly gave of their best in the ring.

One boy in particular, in only his second contest, stepped into top class and with a cool head and sizzling left, boxed his way to victory; and how the Scotch boys shouted for Bruce Ennis.

There was a great cheer when the Referee "copped" one in a novice bout between Murray and Parry.

As much as I would like to give details of each contest, it would command too much space, so I will close by saying a wonderful evening's sport was brought to a close by the much-discussed meeting between Bernie Bristow

versus Jeff Wall, which Bristow won. The biggest cheer of the evening was for Jeff, who did well to stand up against such a hard, wicked puncher as Bristow.

Mick Fisher, the Trainer, must have felt proud of these boys. They were a credit to him and in his usual manner he refereed each bout very efficiently and made sure no boy suffered unnecessarily. The trophies were presented by the Staff Commander in the absence of Captain Birch, who was engaged on ship's duties. A special thanks must go to the dressing-room boys, timekeeper and all those concerned, not forgetting our own "Doc" Morrissey in attendance, who picked the wrong corner

FOOTBALL

In spite of the difficulty, these days, of giving staff leave when in port all Orient ships continue to have their football teams and football supporters, and we hear of quite a large number of matches being played. Unfortunately we don't always receive details of the results. However, the results of some of the matches played abroad since the last issue are given below:—

COLOMBO
17th Sept. *Royal Naval Wireless Station 1 Orontes 1*

The Station Commander wrote to the effect that this was one of the best matches the Station had had for a long time.

SYDNEY
3rd July *A German XI 1 Oronsay 4*

HONG KONG
5th July *Orcades 1 Oronsay 4*

HONG KONG
6th July *Royal Navy 1 Combined Orcades and Oronsay XI 4*

VANCOUVER
24th August *s.s. "Pacific Reliance" 0 Orsova 3*

HONG KONG
14th Sept. *A Military XI 4 Orsova 2*

YOKOHAMA
20th Sept. *St. Joseph's College 2 Orsova 4*

HONG KONG *Oronsay 2 Orcades 5*

In addition, teams from *Orcades* representing England and Ireland met in Yokohama in July, England winning by 4 goals to 1; while in Vancouver towards the end of September the *Orsova Galley Staff* were to have played the *First Class Waiters*. There can't have been many hungry souls on board that day and it is most gratifying to learn of this occasion when those on whom the burden of feeding the hungry in port normally falls most heavily were able to have a game. We await the result of this match with some interest.

SWIMMING

Following the amalgamation of the staffs of the two companies came the natural merger of the Swimming Clubs, now under the Captaincy of R. B. HOLROYDE (Pay Department). The outcome of the merger, as well as the usual departure of some of our swimmers to sea staff, left us without the expected increase in swimming strength.

The Gala in September saw us draw for fourth place with Furness Swimming Club. All our team, Ladies', Men's and Mixed, finished in fourth place. Securing our best possible position was Sheila HINDE (Accounts Department), who came second in the Breast Stroke. G. DEARLE (Stationery Department) came third in the 440 yards Free Style. This was an excellent race and the final placing was in doubt right through the race until the last half length. He had, incidentally, competed in the 100 yards Free Style race only ten minutes earlier, where he finished fifth. Taking all in all this was a very fine effort. Our only other individual competitor, J. BUCK (Import Freight Department) was unplaced in the 100 yards Free Style (under 18) race.

It is hoped that by next year we shall really have found our feet and be able to give this year's leading teams (Maori, and British and Commonwealth) a run for their money.



Here is a recent picture of the "Canberra".

THE IMPORTANCE OF BEING EARNEST

by Oscar Wilde

AT THE GUILDHALL SCHOOL OF
MUSIC AND DRAMA

John Carpenter Street

presented by The Pandor Dramatic Society
on Thursday, 15th, and Friday, 16th
December, 1960, commencing 7.30 p.m.

Prices 5/6 - 4/6 - 2/6

Produced by Peter Hahlo

TICKET SECRETARY:

Miss M. Wanstall (Australian Line)

122 Leadenhall Street. (Tel. AVE 8000. Ext. 343.)

"Canberra" News

In our last issue we reported the appointment of Chief Engineer, Purser and Chief Steward of the new ship. We now have fuller details and these are :-

Captain G. A. WILD	...	In Command
Mr. J. A. SKAKLE	...	Chief Engineer
Mr. L. S. WARREN	...	Purser
Mr. J. G. CRAWFORD	...	Tourist Class Purser

The appointment of a full purser in the Tourist Class is due to *Canberra's* large complement of passengers, 1,685, in that class.

The *Canberra* is due to sail on her maiden voyage on 2nd June, 1961.

Publicity arrangements for this ship are not confined to likely passengers but are aimed at all sections and ages of the community.

The scholars at St. Paul's C. of E. Junior School, Addlestone, Surrey, were particularly interested in the *Canberra* and many of them received personal letters and brochures from Mr. J. WEST, Assistant Manager. This brought many letters of thanks from the boys and girls; one girl had decided she would like to be a nurse on board; all were most impressed by the four swimming pools and the fact that the ship would have television; one boy had weighed up his chances of becoming a steward. Finally, one girl very impressed had told her parents about everything and made them promise to take her in the *Canberra* on a voyage to Germany!

ARTIST'S
IMPRESSIONS
OF THE
"CANBERRA"

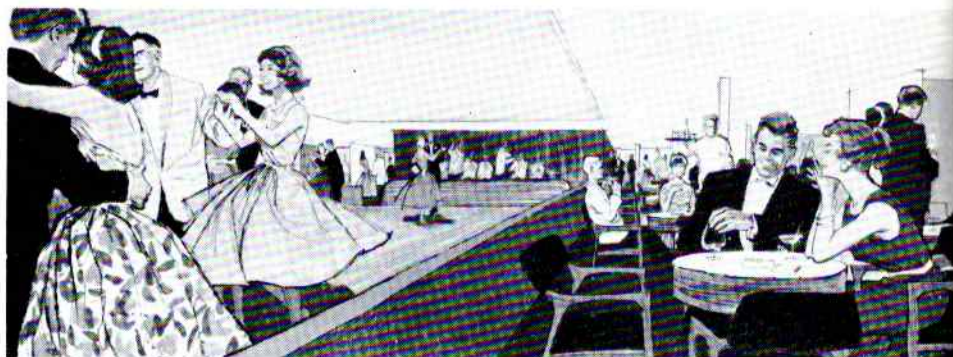
THE OCEAN ROOM—FIRST CLASS



TOURIST CLASS GAMES DECK

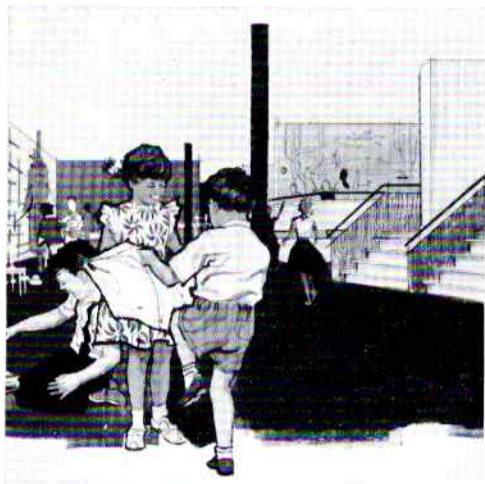


THE ABOLIDO CLUB—FIRST CLASS



TOURIST CLASS SWIMMING
POOL WITH PADDLING POOL
FOR CHILDREN





FIRST CLASS NURSERY



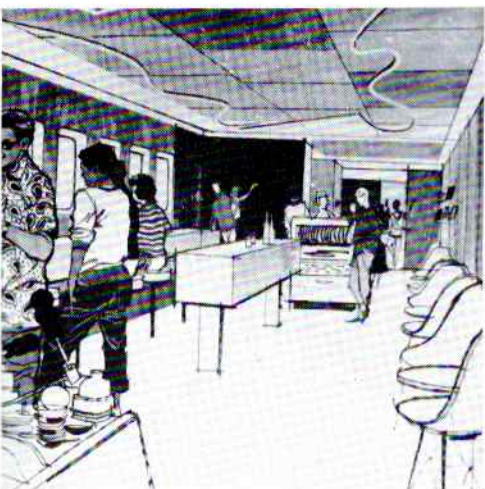
FIRST CLASS RESTAURANT



FIRST CLASS DINING ROOM



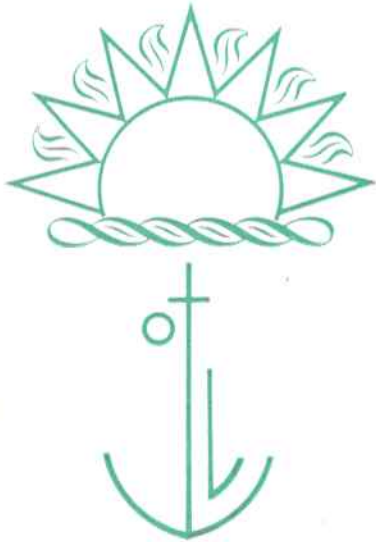
THE WINDSOR ROOM—TOURIST CLASS



THE POP INN—TEENAGERS' COFFEE BAR



TOURIST CLASS DINING ROOM



About Ourselves

STAFF JOURNAL

P & O S. N. COMPANY

P & O - ORIENT MANAGEMENT LTD.

P & O - ORIENT LINES PASSENGER SERVICES LTD.